

**SAFETY COMPLIANCE TESTING FOR
FMVSS NO. 225
CHILD RESTRAINT ANCHORAGE SYSTEMS
LOWER AND TETHER ANCHORAGES**

**GENERAL MOTORS CORPORATION
2004 CHEVROLET COLORADO, TRUCK
NHTSA NO. C40112**

**GENERAL TESTING LABORATORIES, INC.
1623 LEEDSTOWN ROAD
COLONIAL BEACH, VIRGINIA 22443**



OCTOBER 7, 2004

FINAL REPORT

PREPARED FOR

**U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SAFETY ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
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WASHINGTON, D.C. 20590**

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SECTION 1

PURPOSE OF COMPLIANCE TEST

1.0 PURPOSE OF COMPLIANCE TEST

A 2004 Chevrolet Colorado Truck was subjected to Federal Motor Vehicle Safety Standard (FMVSS) No. 225 testing to determine if the vehicle was in compliance with the requirements of the standard. The purpose of this standard is to establish requirements for child restraint anchorage systems to ensure their proper location and strength for the effective securing of child restraints, to reduce the likelihood of the anchorage systems' failure and to increase the likelihood that child restraints are properly secured and thus more fully achieve their potential effectiveness in motor vehicles.

1.1 The test vehicle was a 2004 Chevrolet Colorado Truck. Nomenclature applicable to the test vehicle are:

A. Vehicle Identification Number: 1GCCS136848149843

B. NHTSA No.: C40112

C. Manufacturer: GENERAL MOTORS CORPORATION

D. Manufacture Date: 02/04

1.2 TEST DATE

The test vehicle was subjected to FMVSS No. 225 testing during the time period September 20 - 24, 2004.

2.0 TEST RESULTS

All tests were conducted in accordance with NHTSA, Office of Vehicle Safety Compliance (OVSC) Laboratory Procedures, TP-225T dated 3 May 2001 and TP-225L dated 11 June 2001.

Based on the test performed, the 2004 Chevrolet Colorado Truck appeared to meet the requirements of FMVSS 225 testing. Strength and displacement summary data are provided below.

Table 1. Summary Data for Strength and Displacement

GTL Test #	Fixture Type	Seating Position	Max. Load (N)	Displacement (mm)
5252	SFAD 2 Tether Strap	2 nd Row Left	9887	45.7
5253	SFAD 1 Tether Strap	2 nd Row Center	9890	61.4
5254	SFAD 2 Lower Anchor	2 nd Row Right	10,862	68.9

Table 2. General Test and Vehicle Parameter Data

VEH. MOD YR/MAKE/MODEL BODY	2004 Chevrolet Colorado
VEH. NHTSA NO.	C40112
VIN	1GCCS136848149843
VEH. BUILD DATE	02/04
TEST DATE	09/20/04 – 09/24/04
TEST LABORATORY	GTL
OBSERVERS	Grant Farrand, Jimmy Latane, Amanda Prescott

GENERAL INFORMATION:

Date Received: 07/14/04 Odometer Reading: 153

DATA FROM VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by: GENERAL MOTORS CORPORATION

Date of Manufacture: 02/04 VIN: 1GCCS136848149843

GVWR: 2268 kg; GAWR FRONT: 1149 kg
GAWR REAR: 1314 kg

SECTION 3

COMPLIANCE TEST DATA

3.0 TEST RESULTS

The following data sheets document the results of testing on the 2004 Chevrolet Colorado Truck.

DATA SHEET 1
CHILD RESTRAINT TETHER ANCHORAGE CONFIGURATION

VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHEVROLET COLORADO TRUCK

VEH. NHTSA NO: C40112; VIN: 1GCCS136848149843

VEH. BUILD DATE: 02/04 ; TEST DATE: SEPTEMBER 20, 2004

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE, AMANDA PRESCOTT

Number of DSP's in Test Vehicle As Stated on Tire Label using Figures for Maximum Vehicle Loading:

Front Seat=	<u>2</u>
Rear Seat=	<u>3</u>
Third Seat=	<u>0</u>
Total=	<u>5</u>

SEATING POSITION		OBSERVED CONFIGURATION			
		Permit the attachment of a tether hook	Accessible without the need for any tool other than a screwdriver or coin	Ready for use without the need for any tools	Sealed to prevent the entry of exhaust fumes
Front	Left	N/A	N/A	N/A	N/A
	Center	N/A	N/A	N/A	N/A
	Right	NO	N/A	N/A	N/A
Second	Left	YES	YES	YES	YES
	Center	YES	YES	YES	YES
	Right	YES	YES	YES	YES
Third	Left	N/A	N/A	N/A	N/A
	Center	N/A	N/A	N/A	N/A
	Right	N/A	N/A	N/A	N/A

REMARKS:

RECORDED BY: *[Signature]*

DATE: 09/20/04

APPROVED BY: *[Signature]*

DATA SHEET 2
CHILD RESTRAINT LOWER ANCHORAGES CONFIGURATION

VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHEVROLET COLORADO TRUCK

VEH. NHTSA NO: C40112; VIN: 1GCCS136848149843

VEH. BUILD DATE: 02/04 ; TEST DATE: SEPTEMBER 20, 2004

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE, AMANDA PRESCOTT

OBSERVED LOWER ANCHORAGE CONFIGURATION	SEAT POSITION				
	FRONT	REAR		THIRD	
		LEFT	RIGHT	LEFT	RIGHT
Above anchorage permanently marked with a circle not less than 13 mm in Dia.; and whose color contrasts with its background; and its center is not less than 50 mm and not more than 75 mm above the bar, and in the vertical longitudinal plane that passes through the center of the bar.	Left	N/A	NO	NO	N/A
	Center	N/A	N/A		N/A
	Right	N/A	NO	NO	N/A
Each of the bars is visible, without the compression of the seat cushion or seat back, when the bar is viewed, in a vertical longitudinal plane passing through the center of the bar, along a line marking an upward 30 degree angle with a horizontal plane.	Left	N/A	YES	YES	N/A
	Center	N/A	N/A		N/A
	Right	N/A	YES	YES	N/A
Diameter of the bar (mm)	Left	N/A	5.99	5.99	N/A
	Center	N/A	N/A		N/A
	Right	N/A	5.99	5.99	N/A
Inspect if the bars are straight, horizontal and transverse	Left	N/A	YES	YES	N/A
	Center	N/A	N/A		N/A
	Right	N/A	YES	YES	N/A

DATA SHEET 2 CONTINUED
CHILD RESTRAINT LOWER ANCHORAGES CONFIGURATION

VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHEVROLET COLORADO TRUCK

VEH. NHTSA NO: C40112; VIN: 1GCCS136848149843

VEH. BUILD DATE: 02/04; TEST DATE: SEPTEMBER 20, 2004

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE, AMANDA PRESCOTT

OBSERVED LOWER ANCHORAGE CONFIGURATION	SEAT POSITION			
		FRONT	REAR	THIRD
Inspect if the centroidal longitudinal axes are collinear within 5 degrees.	Left	N/A*	YES	N/A
	Center	N/A	N/A	N/A
	Right	N/A	YES	N/A
Inspect the inside surface of the bar that is straight and horizontal section of the bars, and determine they are not less than 25 mm, but not more than 40 mm in length.	Left	N/A*	32 MM 32 MM	N/A
	Center	N/A	N/A	N/A
	Right	N/A	32 MM 32 MM	N/A
Inspect if the bars can be connected to, over their entire inside length by the connectors of child restraint system.	Left	N/A*	YES	N/A
	Center	N/A	N/A	N/A
	Right	N/A	YES	N/A
Measure the distance between the center of the length of one bar to the center of the length of the other bar. The requirement is 280 mm \pm 1 mm.	Left	N/A*	280	N/A
	Center	N/A	N/A	N/A
	Right	N/A	280	N/A
Inspect if the bars are an integral and permanent part of the vehicle.	Left	N/A*	YES	N/A
	Center	N/A	N/A	N/A
	Right	N/A	YES	N/A
Inspect if the bars are rigidly attached to the vehicle. If feasible, hold the bar firmly with two fingers and gently pull.	Left	N/A*	YES	N/A
	Center	N/A	N/A	N/A
	Right	N/A	YES	N/A

* DRIVER'S SEAT

RECORDED BY: J. Farrand

APPROVED BY: D. Messick

DATE: 09/20/04

DATA SHEET 2 CONTINUED
CHILD RESTRAINT LOWER ANCHORAGES CONFIGURATION

VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHEVROLET COLORADO TRUCK

VEH. NHTSA NO: C40112; VIN: 1GCCS136848149843

VEH. BUILD DATE: 02/04; TEST DATE: SEPTEMBER 20, 2004

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE, AMANDA PRESCOTT

OBSERVED LOWER ANCHORAGE CONFIGURATION	SEAT POSITION			
		FRONT	REAR	THIRD
Optional Marking: At least one anchorage bar (when deployed for use, if storable anchorages), one guidance fixture, or one seat marking is visible	Left	N/A*	NO	N/A
	Center	N/A	N/A	N/A
	Right	N/A	NO	N/A
Optional Marking: If guidance fixtures are used, the fixture(s) must be installed.	Left	N/A*	NO	N/A
	Center	N/A	N/A	N/A
	Right	N/A	NO	N/A

* DRIVER'S SEAT

RECORDED BY: S. Farrand

DATE: 09/20/04

APPROVED BY: D. Messic

DATA SHEET 3
LOCATION AND DIMENSIONAL MEASUREMENTS

VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHEVROLET COLORADO TRUCK

VEH. NHTSA NO: C40112; VIN: 1GCCS136848149843

VEH. BUILD DATE: 02/04; TEST DATE: SEPTEMBER 20, 2004

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE, AMANDA PRESCOTT

Number of DSP's in Test Vehicle As Stated on Tire Label using Figures for Maximum Vehicle Loading:

Front Seat=	<u>2</u>
Rear Seat=	<u>3</u>
Third Seat=	<u>0</u>
Total=	<u>5</u>

SEAT POSITION FOR TETHER		LOCATION OF DSPs	TETHER ANCHORAGE LOCATION	
		TETHER OBSERVED	REQUIRED	MEASURED Is it in the required zone?
FRONT	Left	N/A	N/A	N/A
	Center	N/A	N/A	N/A
	Right	NO	NO	N/A
SECOND	Left	YES	YES	YES
	Center	YES	YES	YES
	Right	YES	YES	YES
THIRD	Left	N/A	N/A	N/A
	Center	N/A	N/A	N/A
	Right	N/A	N/A	N/A

RECORDED BY: *G. Farrand*

DATE: 09/20/04

APPROVED BY: *D. Messick*

DATA SHEET 3 CONTINUED LOCATION AND DIMENSIONAL MEASUREMENTS

VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHEVROLET COLORADO TRUCK

VEH. NHTSA NO: C40112; VIN: 1GCCS136848149843

VEH. BUILD DATE: 02/04; TEST DATE: SEPTEMBER 20, 2004

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE, AMANDA PRESCOTT

Number of DSP's in Test Vehicle As Stated on Tire Label using Figures for Maximum Vehicle Loading: Front Seat= 2 Rear Seat 3 Third Seat= 0 Total= 5

SEAT POSITION FOR LOWER ANCHORAGE		PRESENCE OF ANCHORAGES				COMMENTS		
		REQUIRED		OBSERVED				
FRONT		NONE		NONE		N/A		
REAR		2		2		LEFT & RIGHT		
THIRD		NONE		NONE		N/A		
SEAT POSITIONS FOR LOWER ANCHORAGES		LOCATION OF ANCHORAGE				COMMENTS		
		MEASURED FROM "Z" (mm)		MEASURED FROM "SRP" (mm)				
		Left	Right	Left	Right	PITCH	ROLL	YAW
FRONT	Left	N/A		N/A		N/A		
	Center	N/A		N/A		N/A		
	Right	N/A		N/A		N/A		
REAR	Left	58	58	168	169	14°	0°	0°
	Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right	60	60	168	175	15°	0°	0°
THIRD	Left	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A

RECORDED BY: *[Signature]*

APPROVED BY: *[Signature]*

DATE: 09/20/04


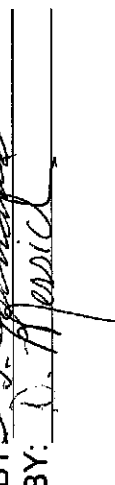
DATA SHEET 4
ANCHORAGE STATIC LOADING

VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHEVROLET COLORADO TRUCK
 VEH. NHTSA NO: C40112; VIN: 1GCCS136848149843
 VEH. BUILD DATE: 02/04 ; TEST DATE: SEPTEMBER 24, 2004
 TEST LABORATORY: GENERAL TESTING LABORATORIES
 OBSERVERS: GRANT FARRAND, JIMMY LATANE, AMANDA PRESCOTT
 TEST # 5252 & 5253

TETHER ANCHORAGE- WITH SFAD:

SEATING POSITION	Seat, Seat Back & Head Restraint positions			Type of SFAD used	Angle	Initial location	Onset rate	Force Applied	Final location	Horizontal Displacement
	Seat	Seat Back	Head Restraint							
Front	Driver	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Second	Left	FIXED	FIXED	2	0°	0.0	385 N/SEC	9887	45.7	45.7
	Center	FIXED	FIXED	1	0°	0.0	385 N/SEC	9890	61.4	61.4
	Right (if any)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Third	Left	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

REMARKS: TESTED TO S6.3.4

RECORDED BY: 
 APPROVED BY: 

DATE: 09/24/04

DATA SHEET 5
ANCHORAGE STATIC LOADING


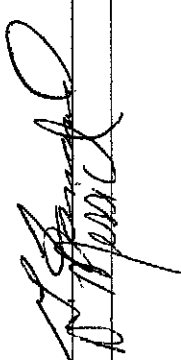
VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHEVROLET COLORADO TRUCK
 VEH. NHTSA NO: C40112; VIN: 1GCCS136848149843
 VEH. BUILD DATE: 02/04 ; TEST DATE: SEPTEMBER 24, 2004
 TEST LABORATORY: GENERAL TESTING LABORATORIES
 OBSERVERS: GRANT FARRAND, JIMMY LATANE, AMANDA PRESCOTT

TEST # 5254

LOWER ANCHORAGE- FORWARD FORCE APPLICATION:

SEATING POSITION	Seat, Seat Back & Head Restraint positions			Measured Angles		Initial location	Onset rate	Force Applied	Final location	Displacement
	Seat	Seat Back	Head Restraint	Vertical	Horizontal					
Front	Driver	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rear	Left	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right (if any)	FIXED	FIXED	10°	0°	0.0	423 N/SEC	10,862	68.9	68.9
Third	Left	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

REMARKS: TESTED TO S9

RECORDED BY: 
 APPROVED BY: 

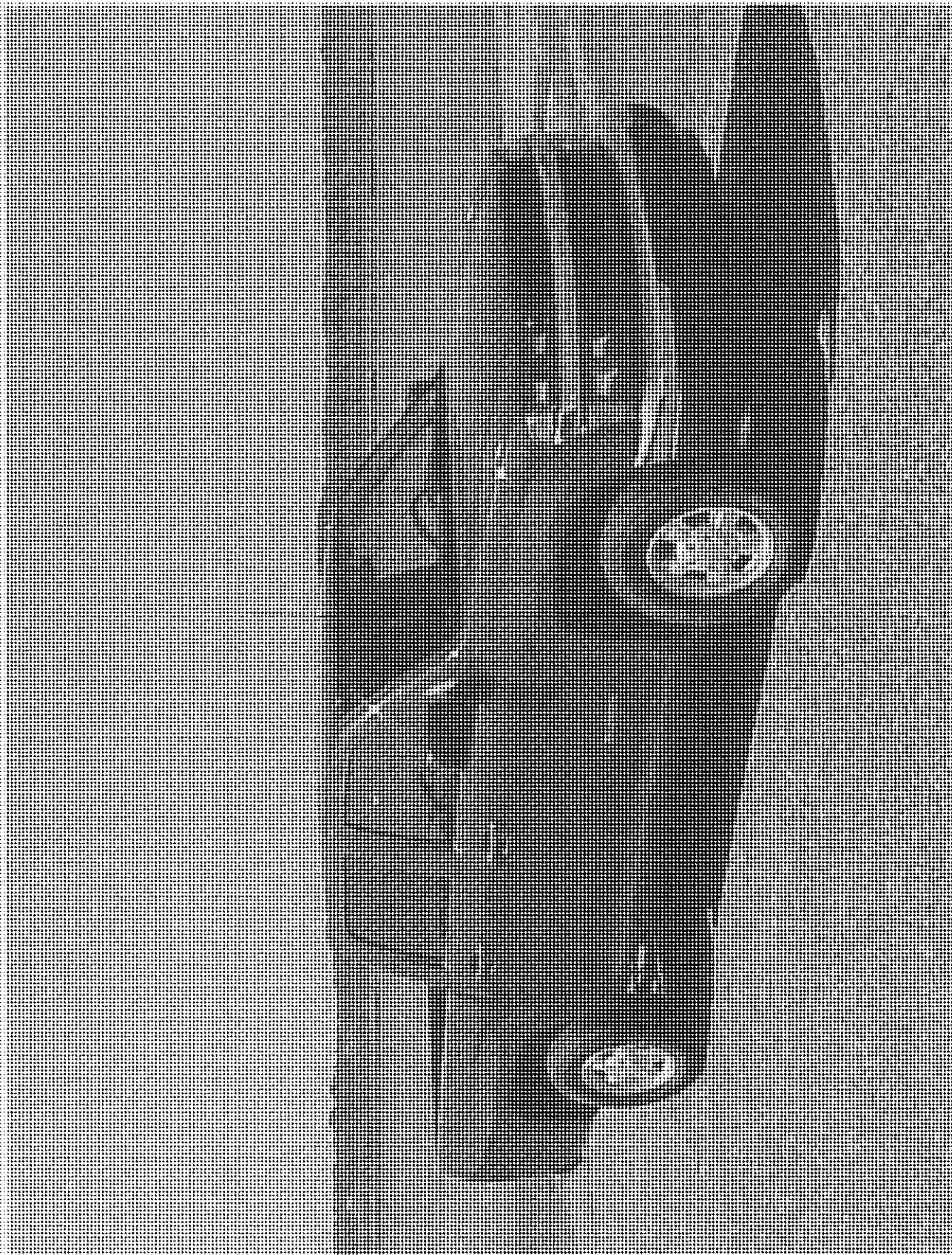
DATE: 09/24/04

SECTION 4
INSTRUMENTATION AND EQUIPMENT LIST

TABLE 1 - INSTRUMENTATION & EQUIPMENT LIST

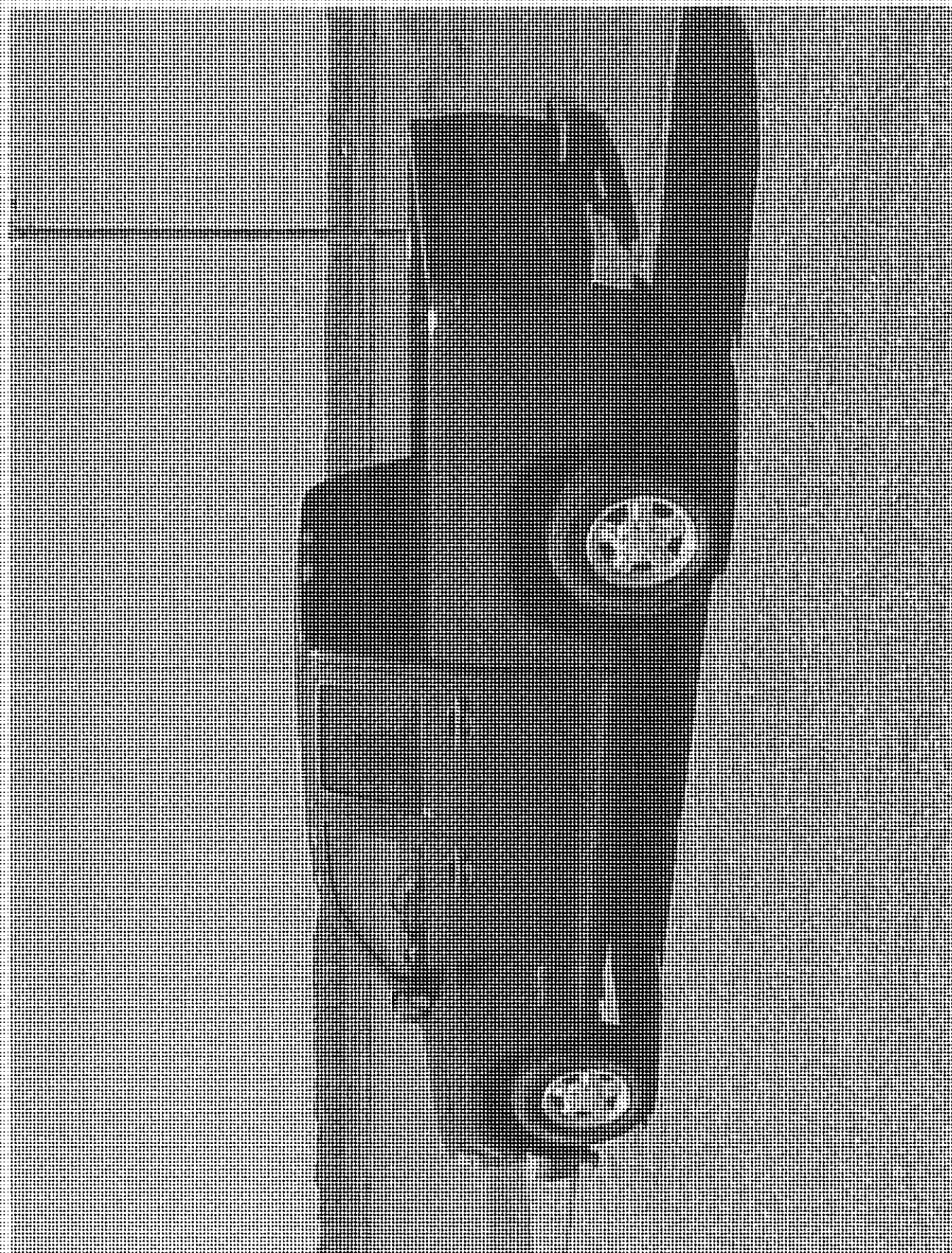
EQUIPMENT	DESCRIPTION	MODEL/ SERIAL NO.	CAL. DATE	NEXT CAL. DATE
COMPUTER	AT&T	486DX266	BEFORE USE	BEFORE USE
LOAD CELL	INTERFACE	496	07/04	07/05
LINEAR TRANSDUCER	CELESCO	69	BEFORE USE	BEFORE USE
LINEAR TRANSDUCER	CELESCO	70	BEFORE USE	BEFORE USE
LINEAR TRANSDUCER	CELESCO	72	BEFORE USE	BEFORE USE
LEVEL	STANLEY	42-449	02/04	02/05
FORCE GAUGE	CHATILLON	8761	BEFORE USE	BEFORE USE
CALIPER	N/A	Q9322365	BEFORE USE	BEFORE USE

SECTION 5
PHOTOGRAPHS



2006 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 5.1
¾ FRONTAL RIGHT SIDE VIEW OF VEHICLE



2004 CHEVROLET COLORADO
NHTSA NO. CAG0112
NHTSA NO. 225

FIGURE 5.2
¾ REARWARD LEFT SIDE VIEW OF VEHICLE

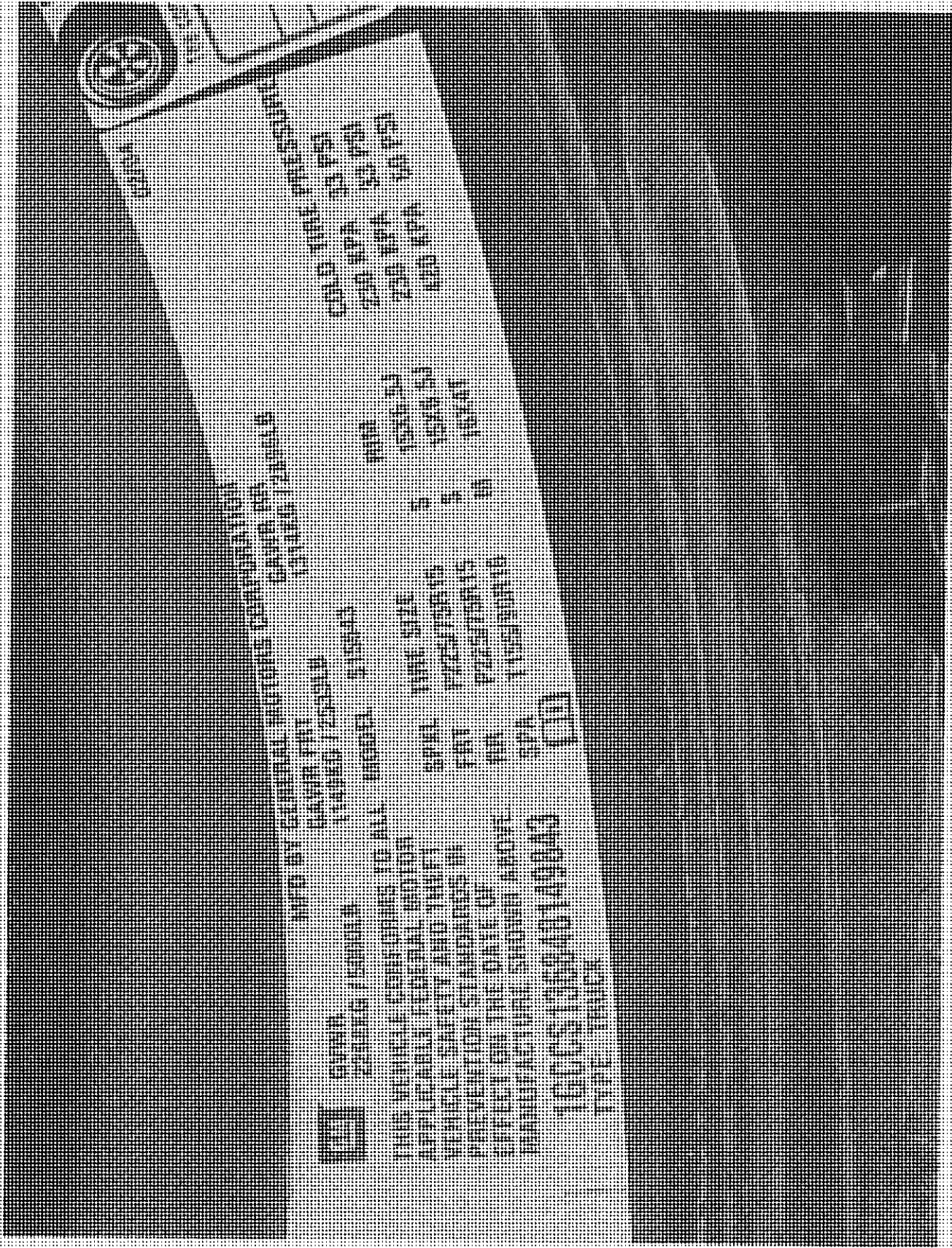


FIGURE 5.3
CLOSE-UP VIEW OF VEHICLE CERTIFICATION
LABEL

2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

TIRE AND LOADING INFORMATION

FRONT 1 CENTER 1 REAR 3

SEATING CAPACITY TOTAL 5 FRONT 2 1 CENTER 1 REAR 3 550 kg or 1212 lbs

SEATING CAPACITY TOTAL 5 FRONT 2 1 CENTER 1 REAR 3 550 kg or 1212 lbs

THE COMBINED WEIGHT OF OCCUPANTS AND CARGO SHOULD NEVER EXCEED

SEE OWNER'S

MANUAL FOR

ADDITIONAL

INFORMATION

COLD TIRE

INFLATION PRESSURE

230 kPa, 33 PSI

230 kPa, 33 PSI

420 kPa, 60 PSI

ORIGINAL

TIRE SIZE

P225/75R15

P225/75R15

T155/90R16

FRONT

REAR

SPARE

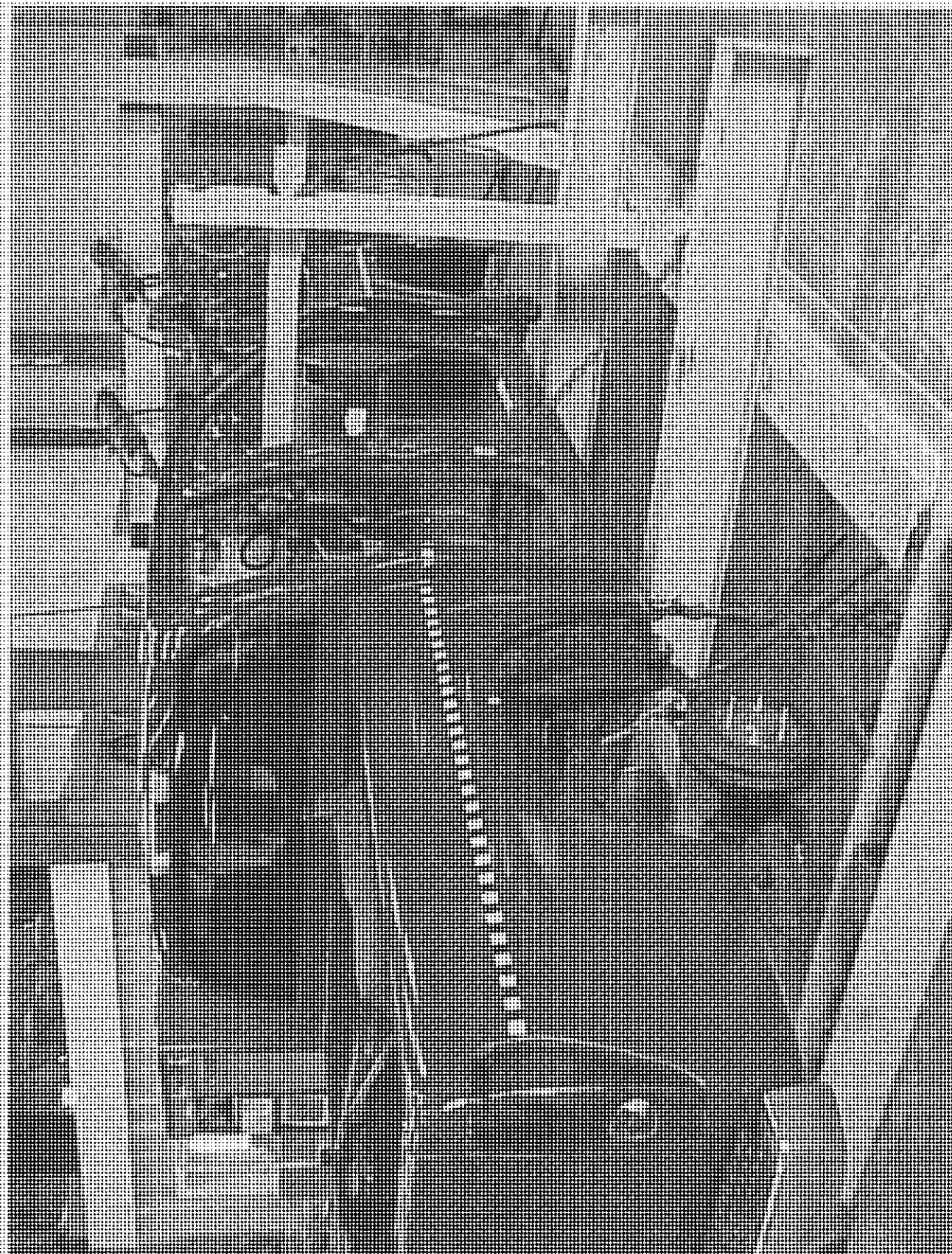
2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 5-4
CLOSE-UP VIEW OF VEHICLE TIRE
INFORMATION LABEL



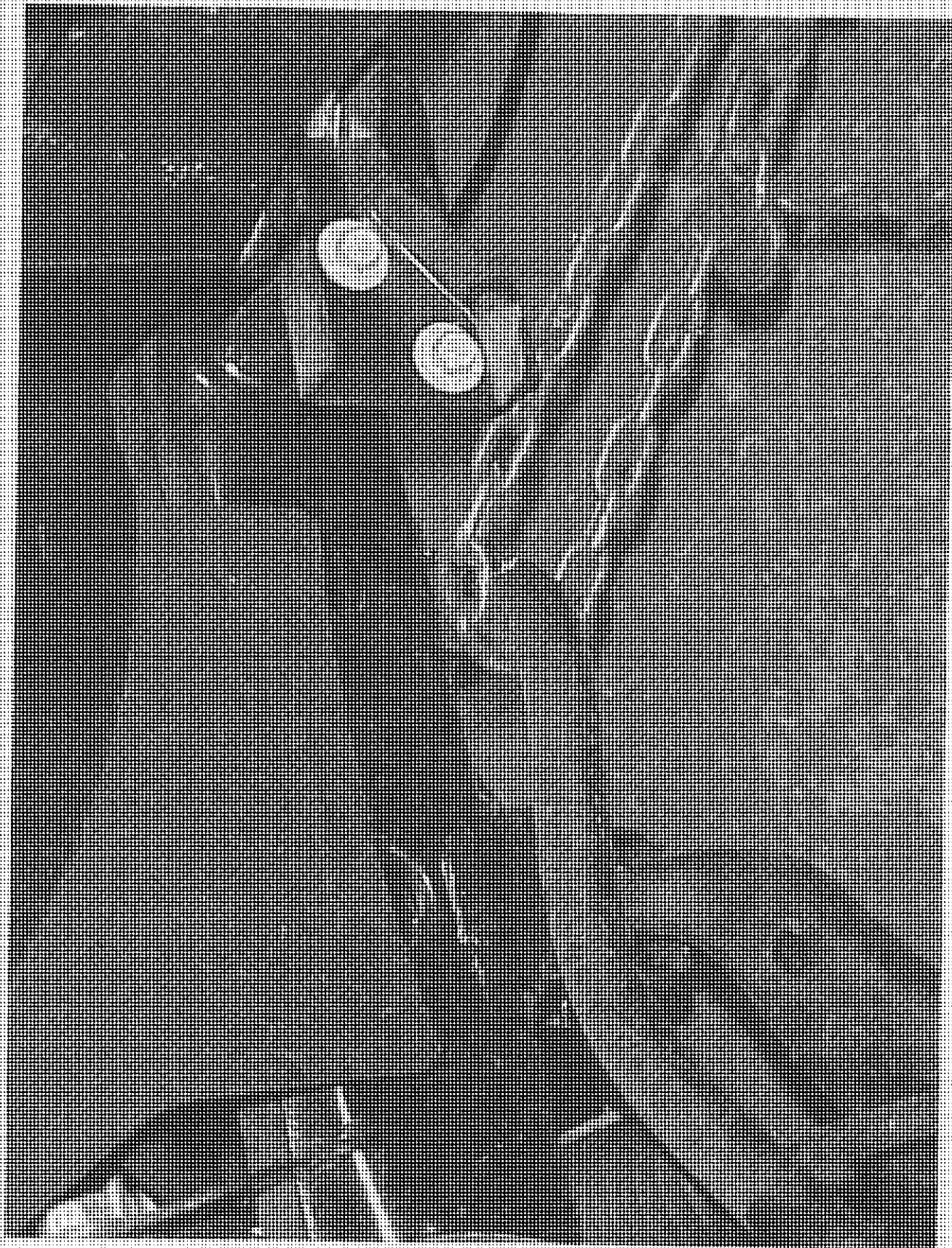
2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 3.5
3/4 LEFT FRONT VIEW OF TEST VEHICLE IN
TEST RIG



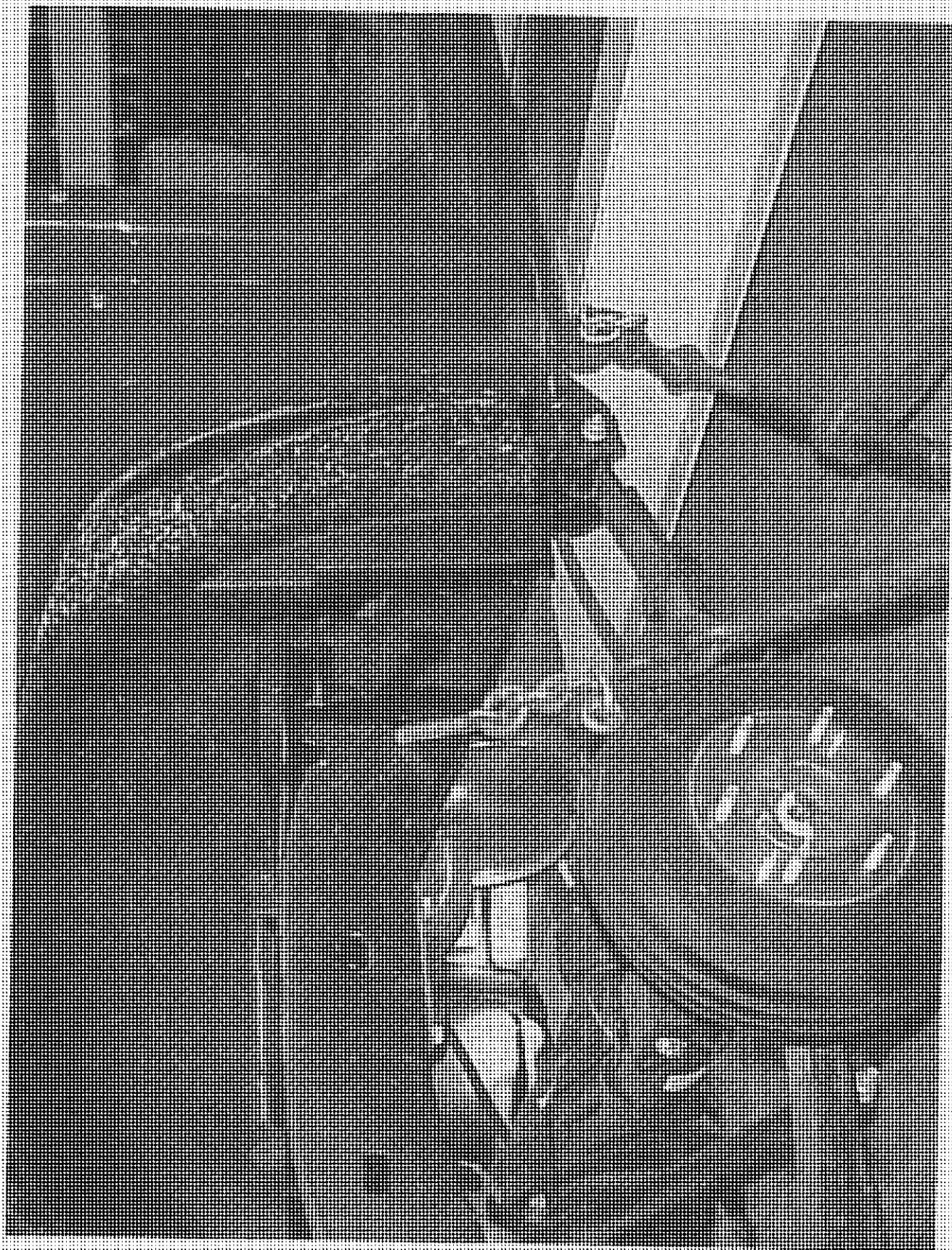
2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 5.8
¾ RIGHT FRONT VIEW OF TEST VEHICLE IN
TEST RIG



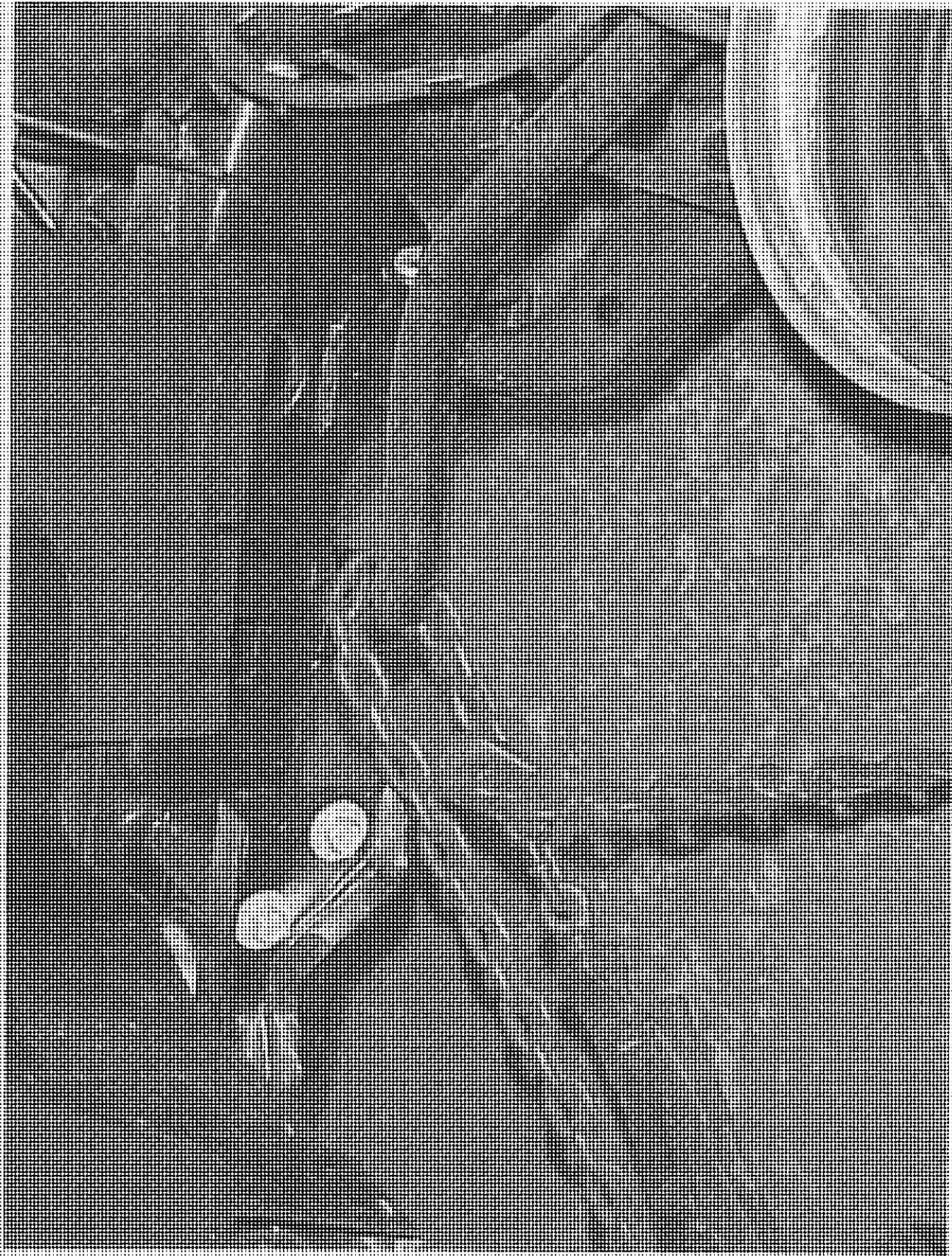
2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 5.7
RIGHT FRONT VEHICLE TIE DOWN



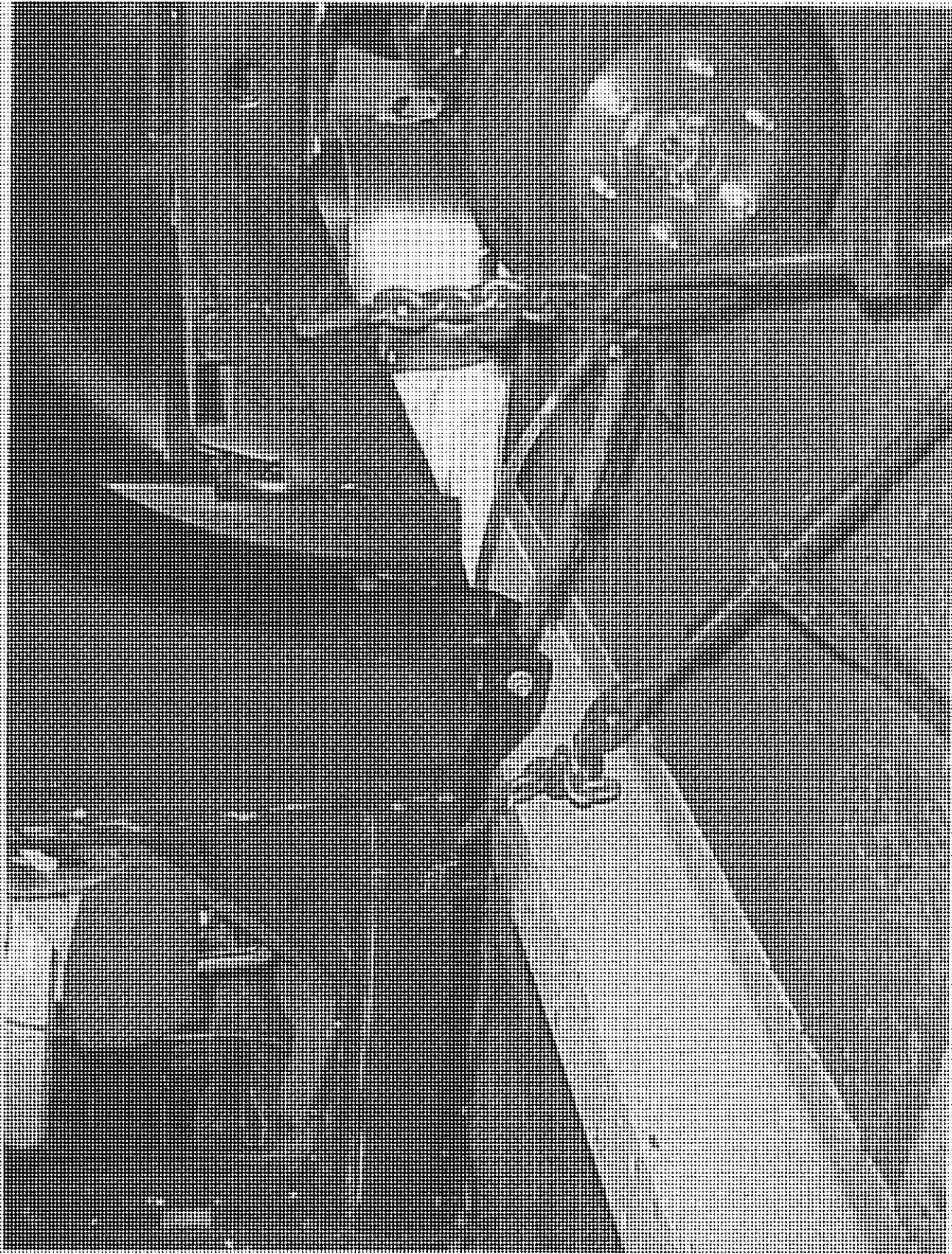
2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 226

FIGURE 5.8
RIGHT REAR VEHICLE TIE DOWN



2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 3.9
LEFT FRONT VEHICLE TIE DOWN



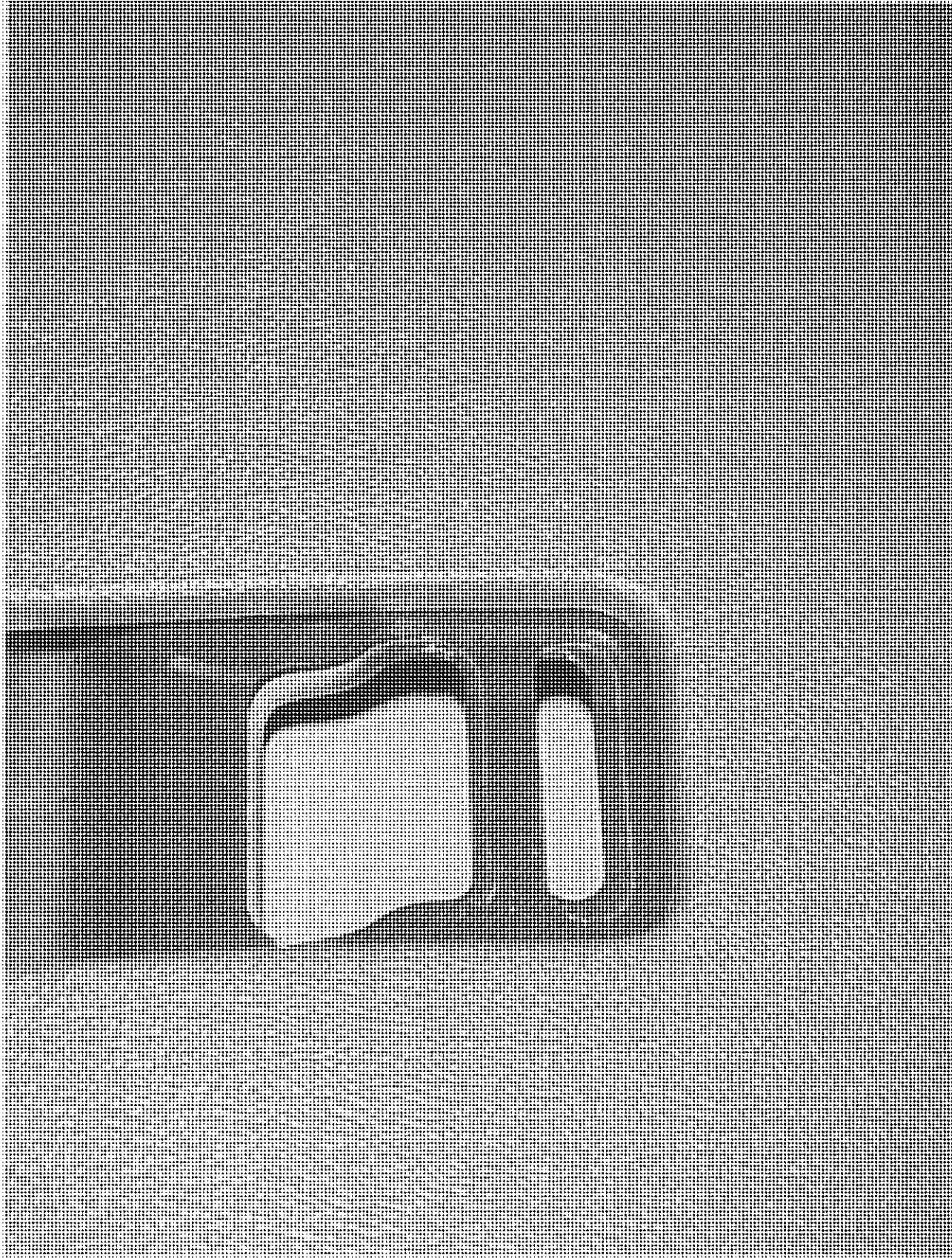
2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 5.10
LEFT REAR VEHICLE TIE DOWN



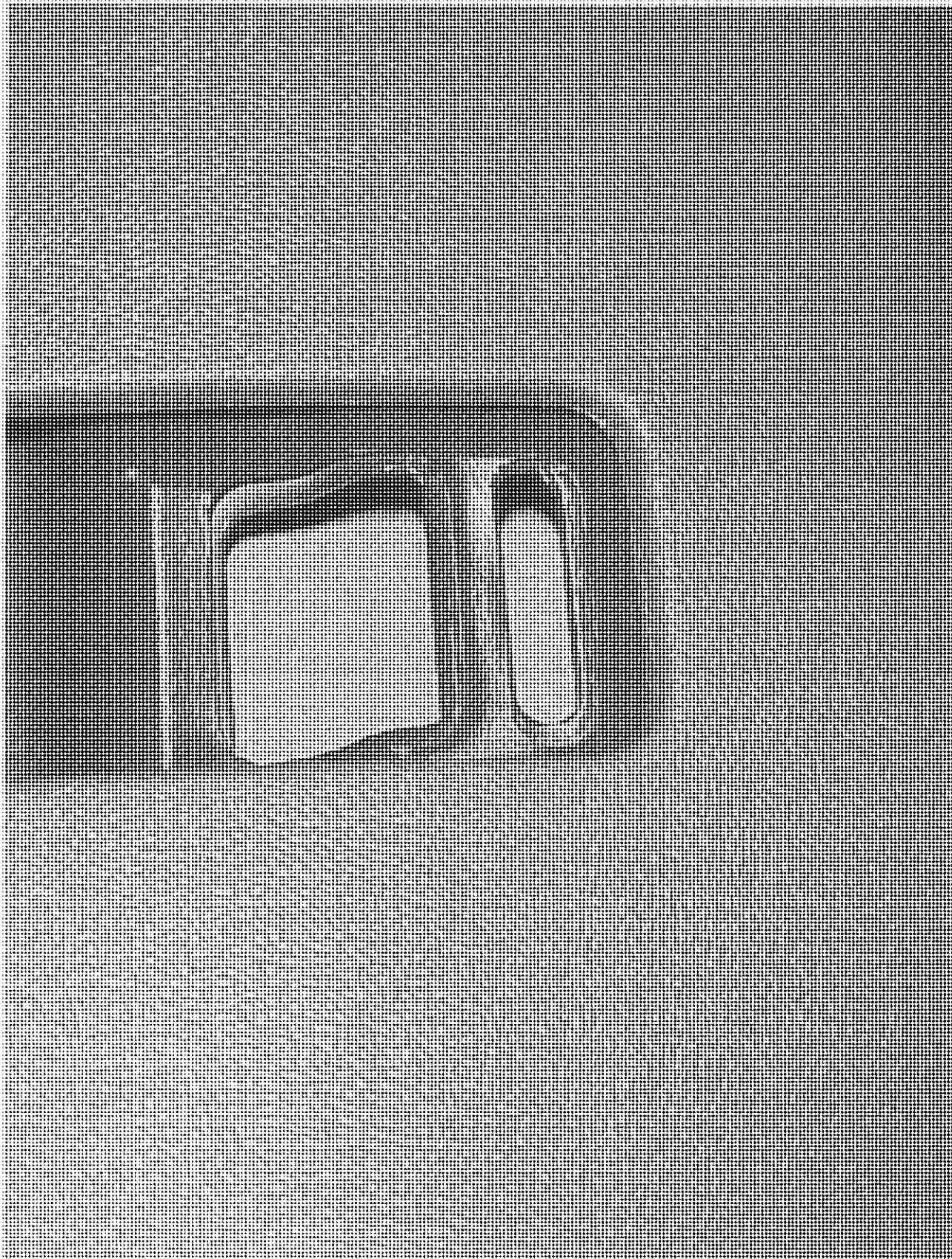
2004 CHEVROLET COLORADO
NH/TSR NO. C40112
NH/TSR NO. 225

FIGURE 5.11
PRE-TEST 2ND ROW RIGHT LOWER ANCHORS



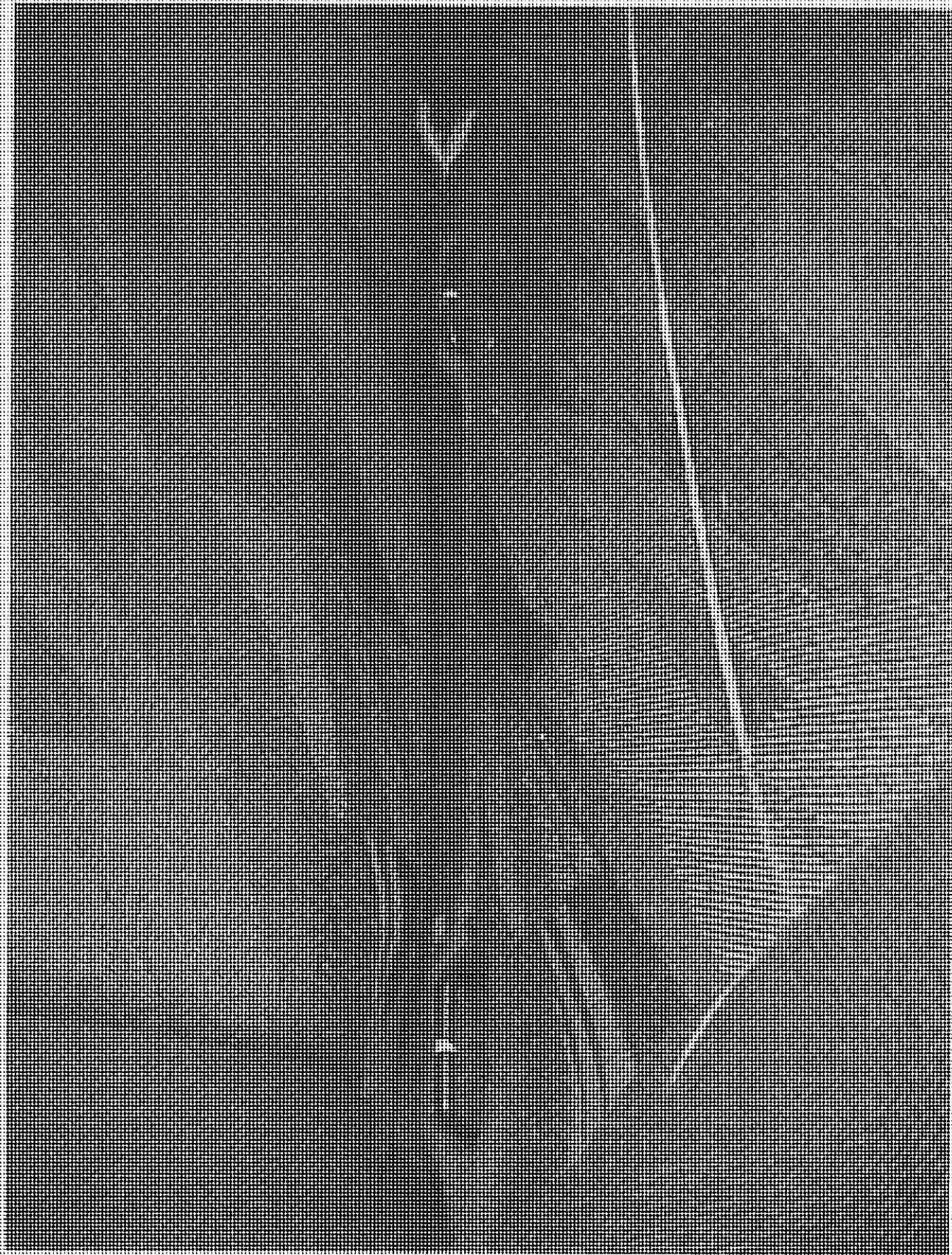
2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 5.12
PRE-TEST 2ND ROW RIGHT TOP TETHER
ANCHOR



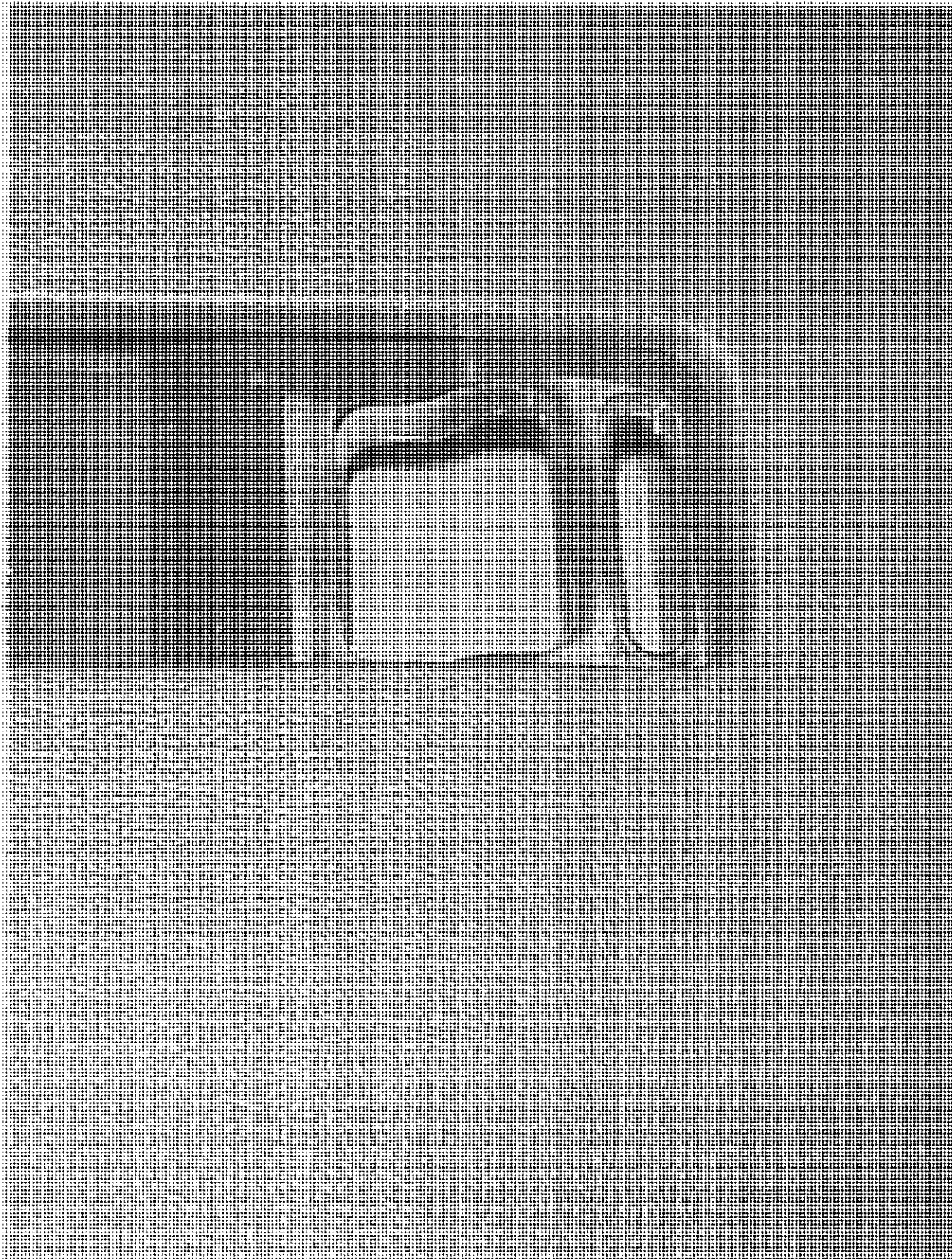
2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 5.13
PRE-TEST 2ND ROW CENTER TOP TETHER
ANCHOR



2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 5.14
PRE-TEST 2ND ROW LEFT LOWER ANCHORS



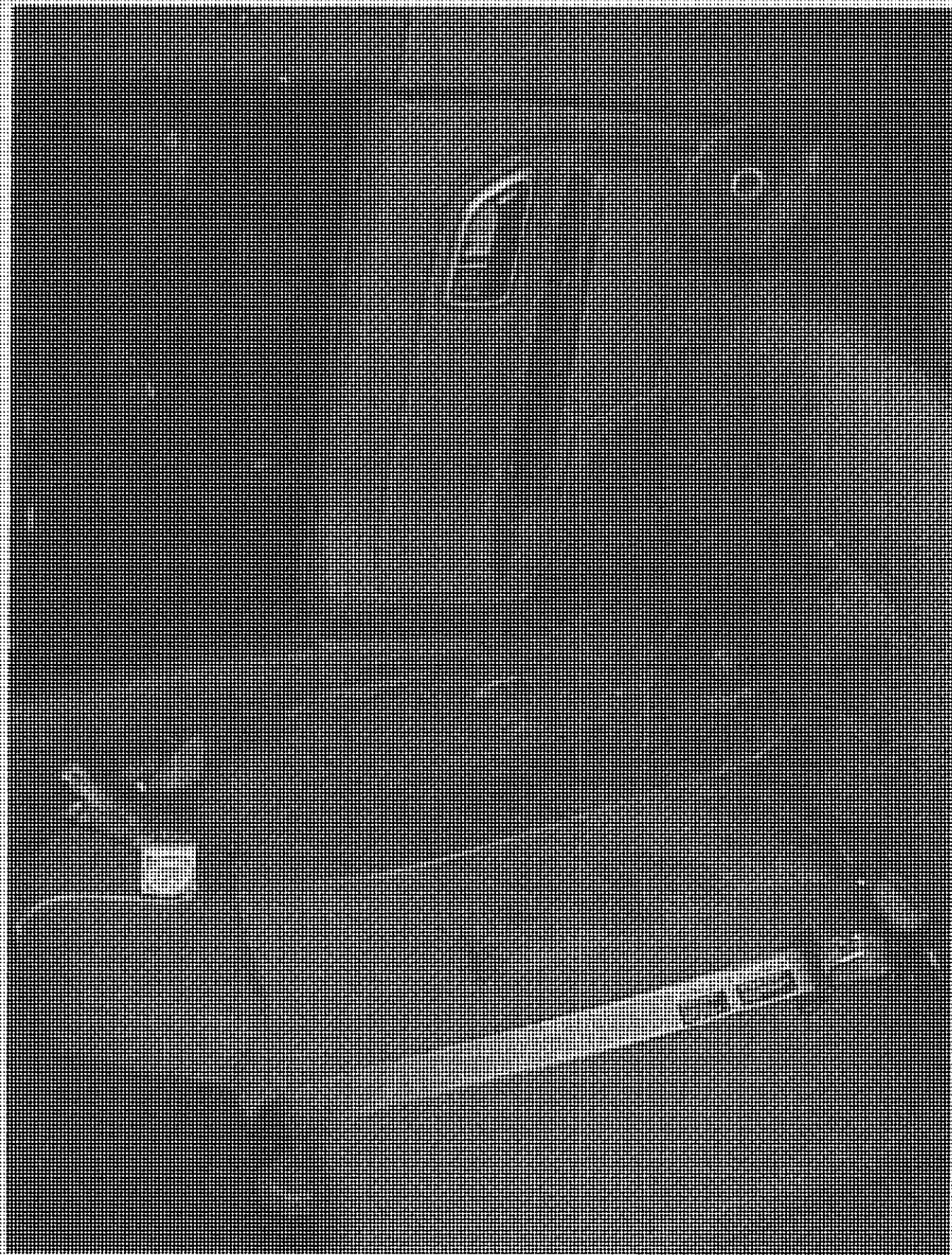
2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 5.15
PRE-TEST 2ND ROW LEFT TOP TETHER
ANCHOR



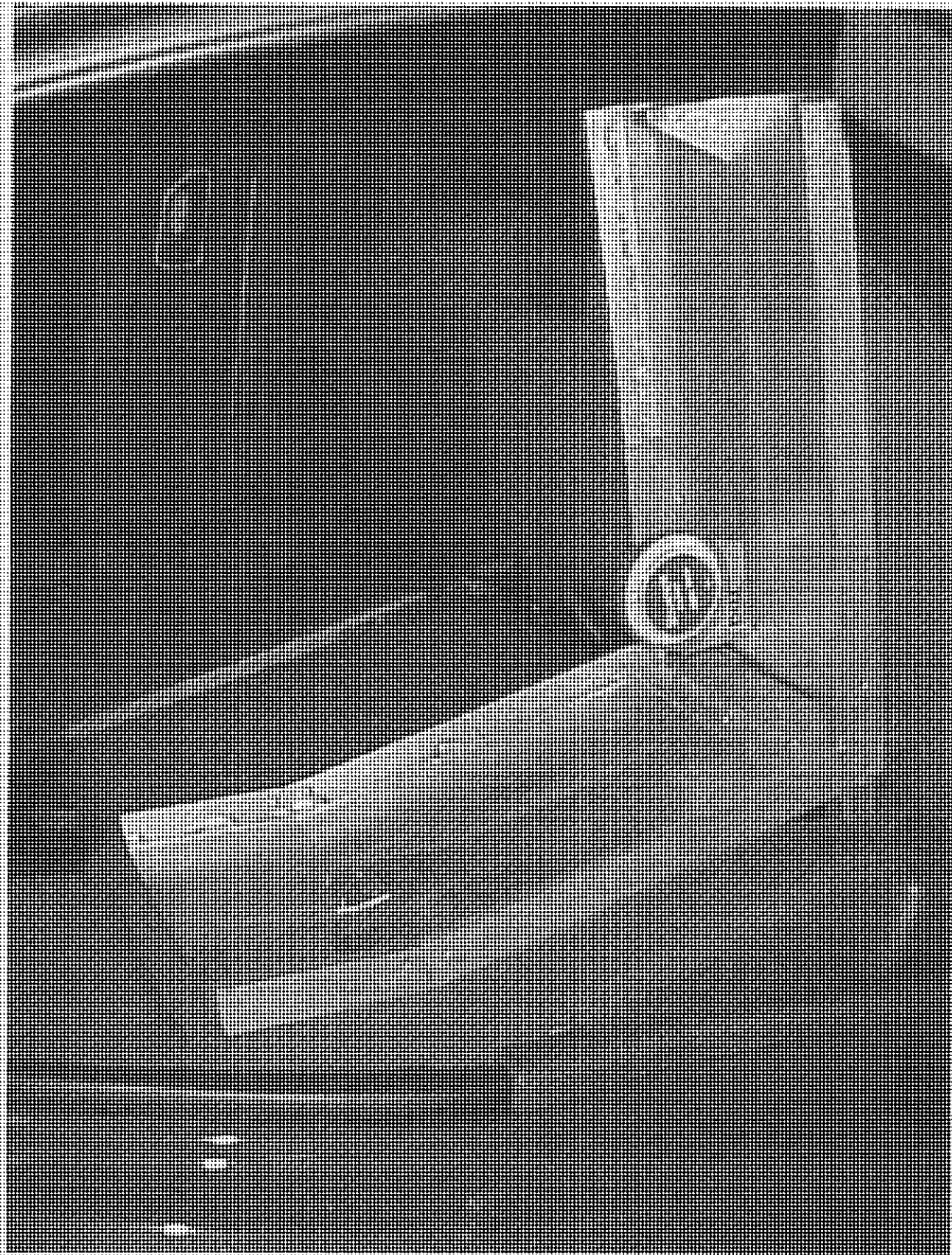
2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 5.16
VIEW OF 2D TEMPLATE IN 2ND ROW RIGHT
SEAT



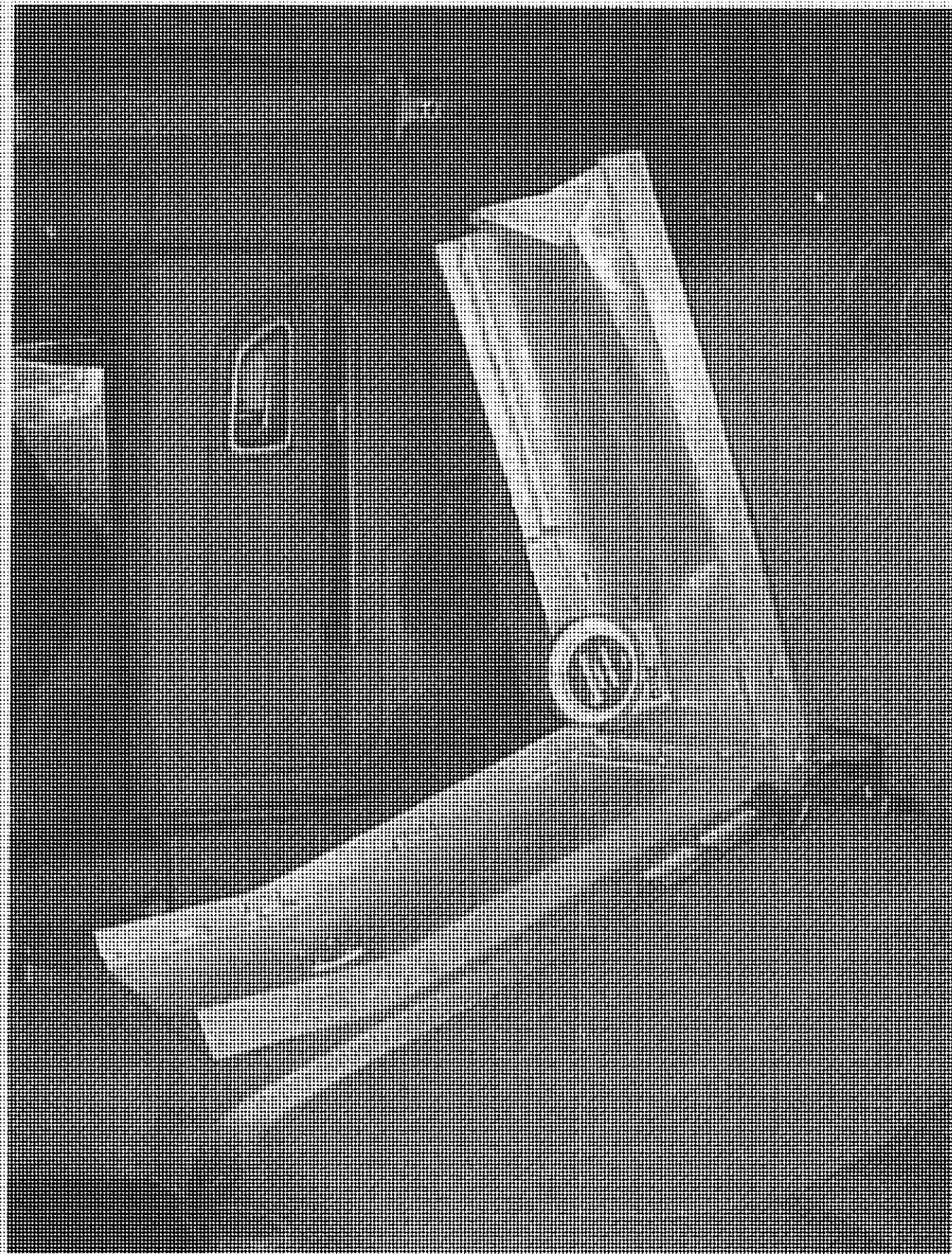
2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 5.17
VIEW OF 2D TEMPLATE IN 2ND ROW LEFT SEAT



2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 5.18
VIEW OF CRF IN 2ND ROW RIGHT SEAT



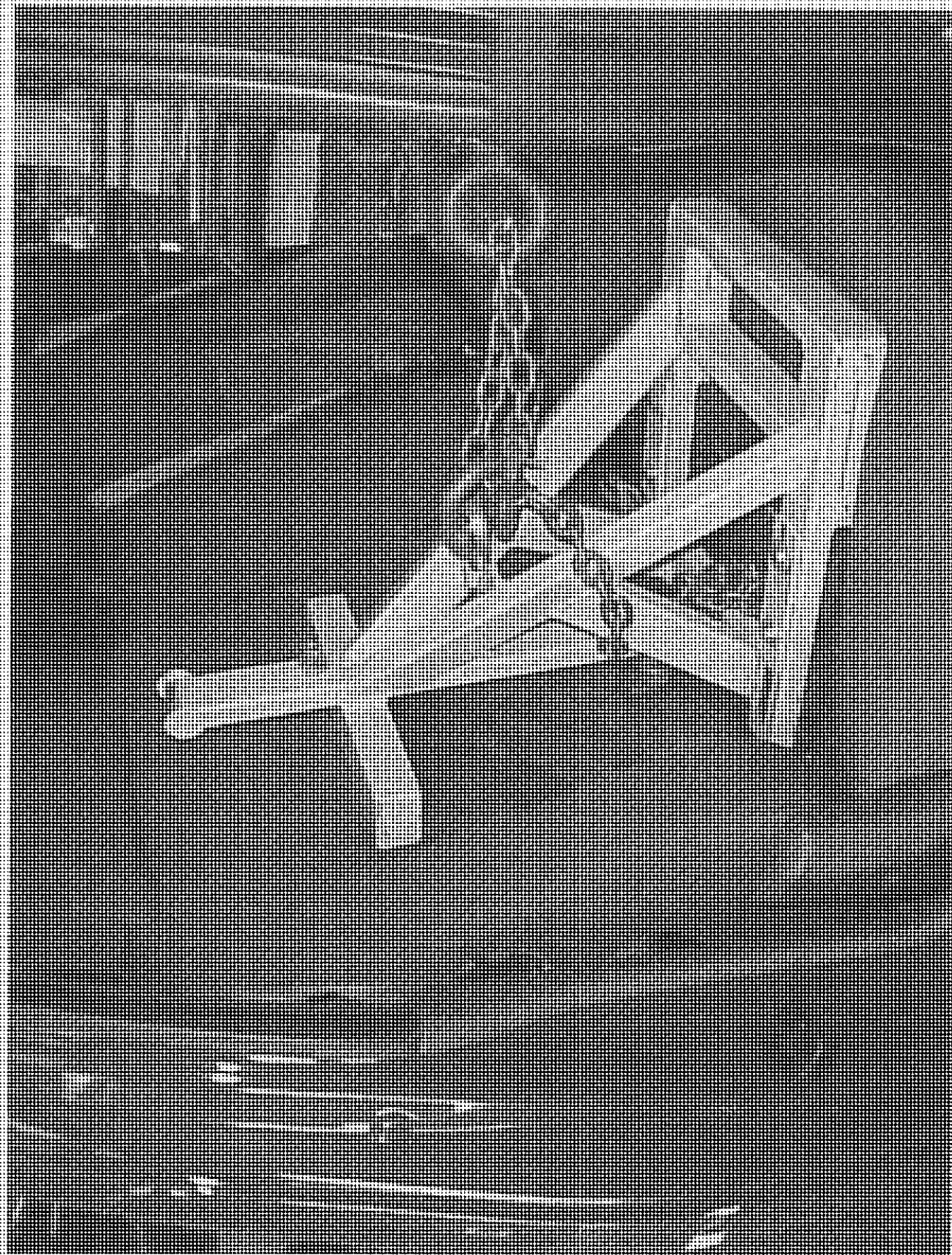
2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 6.19
VIEW OF CRF IN 2ND ROW LEFT SEAT



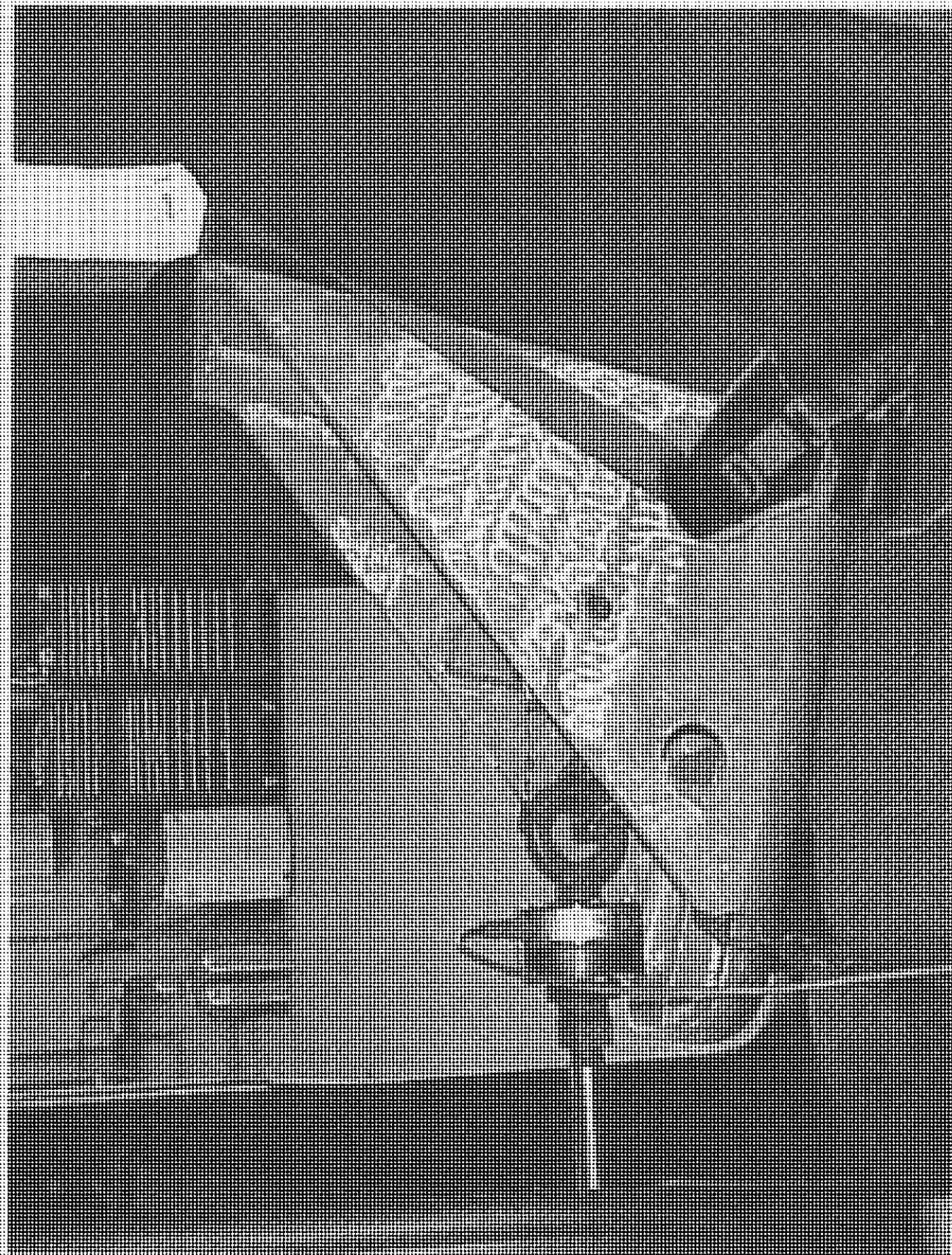
2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 5.20
PRE-TEST SET-UP 2ND ROW RIGHT POSITION



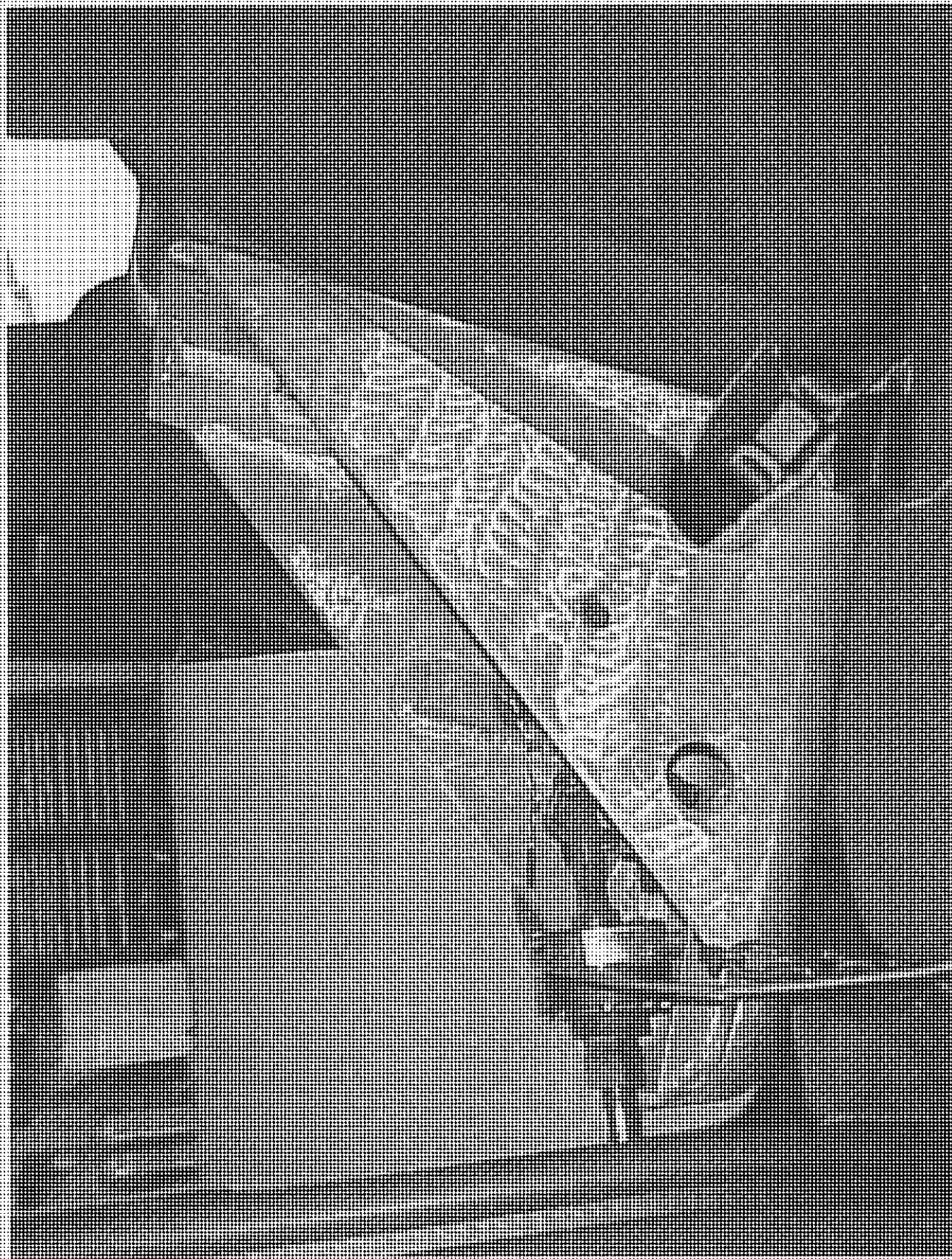
2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 6.21
POST TEST 2ND ROW RIGHT POSITION



2004 CHEVROLET COLORADO
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NHTSA NO. 225

FIGURE 5.22
PRE-TEST SET-UP 2ND ROW CENTER POSITION



2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 3.23
POST TEST 2ND ROW CENTER POSITION



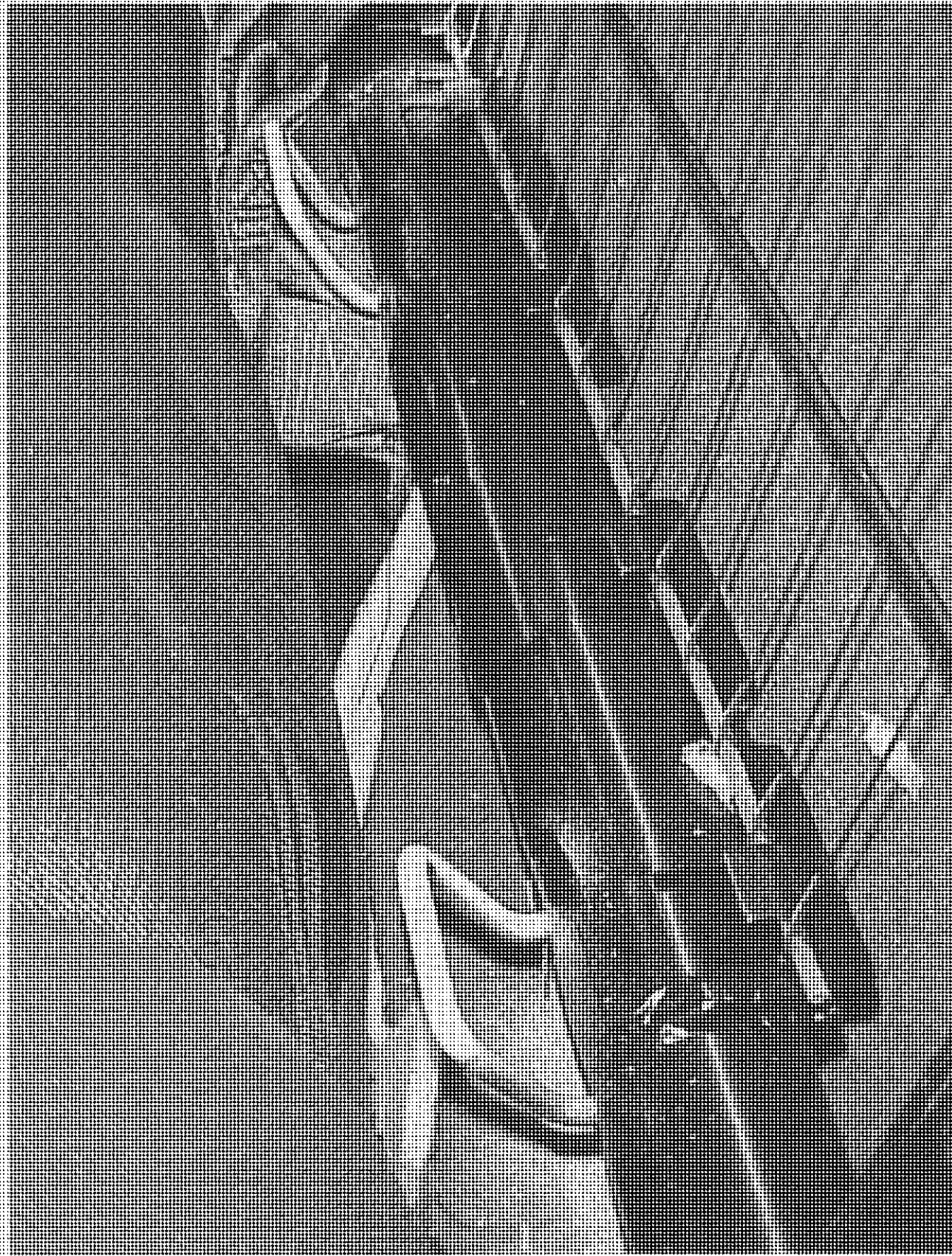
2004 CHEVROLET COLORADO
NHTSA NO. C49112
NHTSA NO. 225

FIGURE 5.24
PRE-TEST 2ND ROW LEFT POSITION



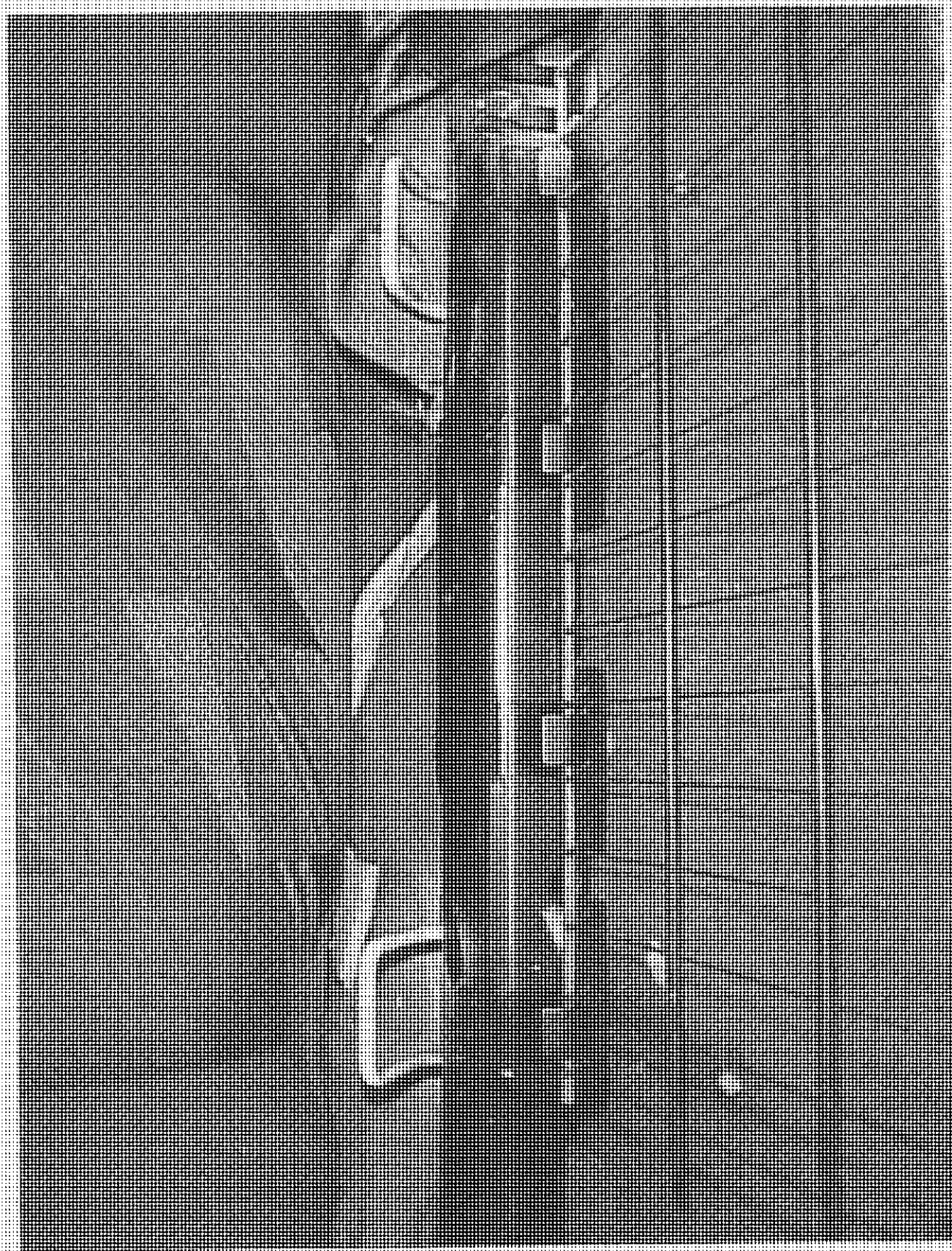
2004 CHEVROLET COLORADO
NHESA NO. CM0112
NHESA NO. 225

FIGURE 5.25
POST TEST 2ND ROW LEFT POSITION



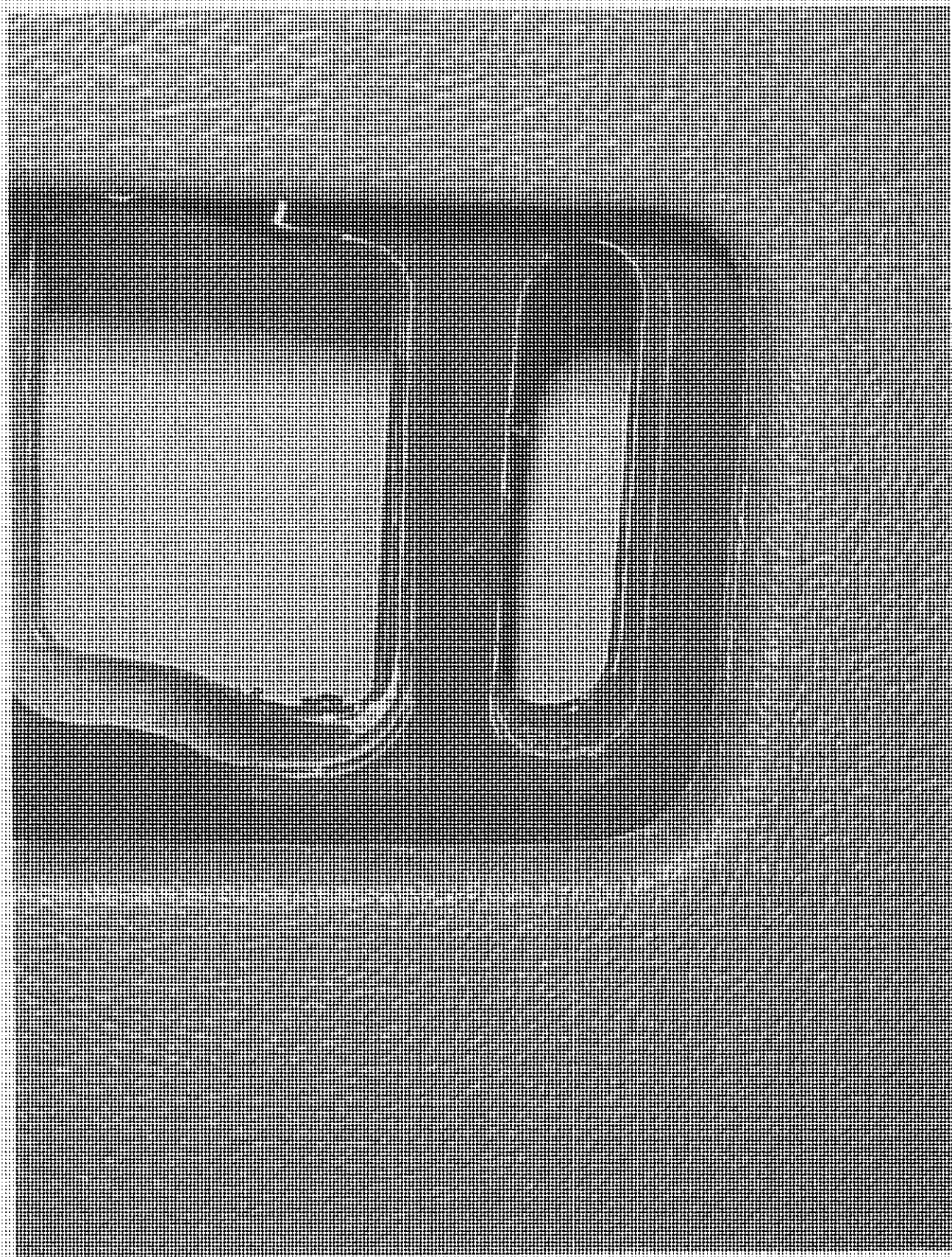
2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 5.26
POST TEST 2ND ROW RIGHT LOWER ANCHORS
SIDE VIEW



2004 CHEVROLET COLORADO
NHTSA NO. C40142
NHTSA NO. 225

FIGURE 5.27
POST TEST 2ND ROW RIGHT LOWER ANCHORS
FRONT VIEW



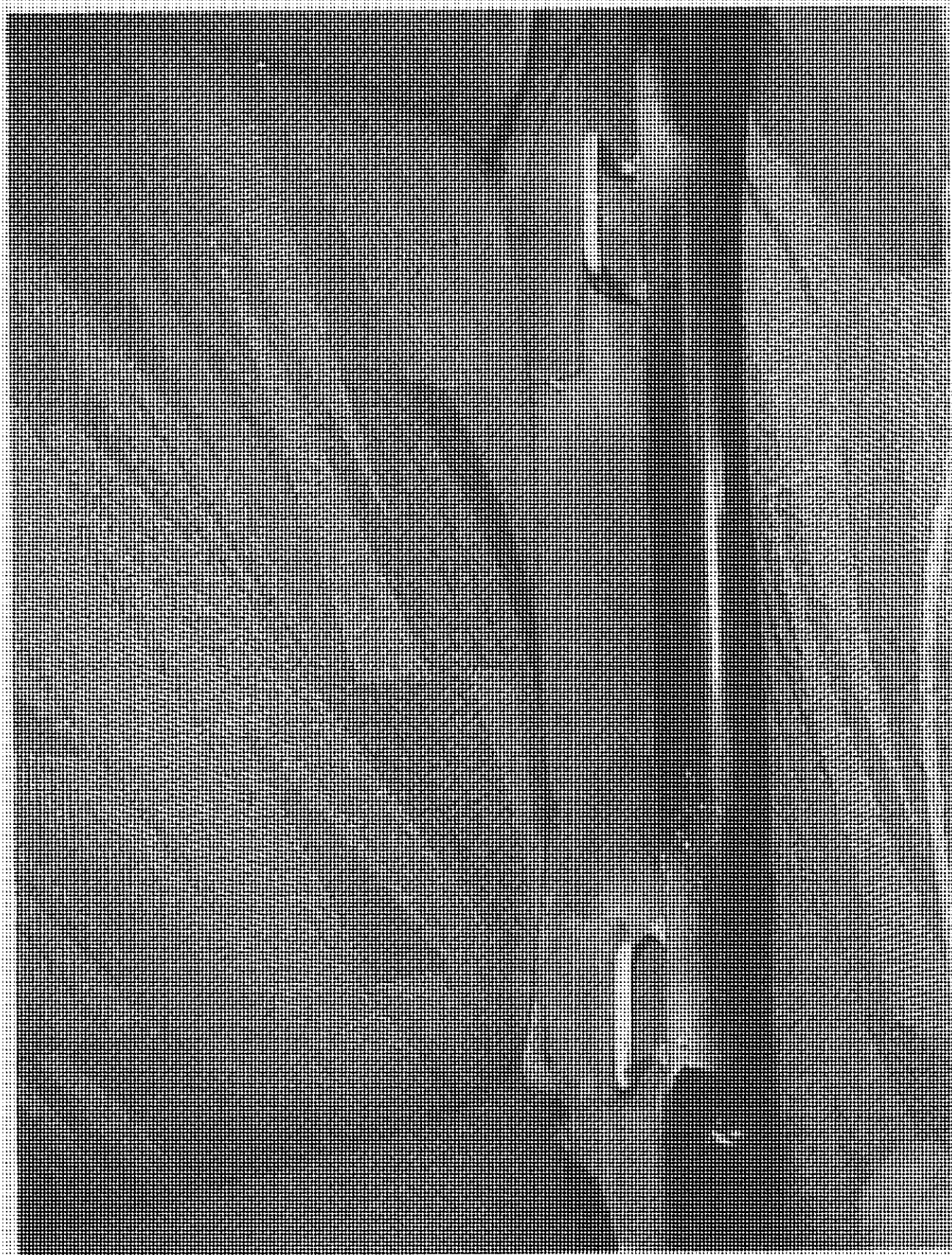
2004 CHEVROLET COLORADO
NHTSA NO. CA0112
NHTSA NO. 225

FIGURE 5.28
POST TEST 2ND ROW CENTER TOP TETHER
ANCHOR



2004 CHEVROLET COLORADO
NHISA NO. C40112
NHISA NO. 226

FIGURE 5.29
POST TEST 2ND ROW LEFT LOWER ANCHORS
SIDE VIEW



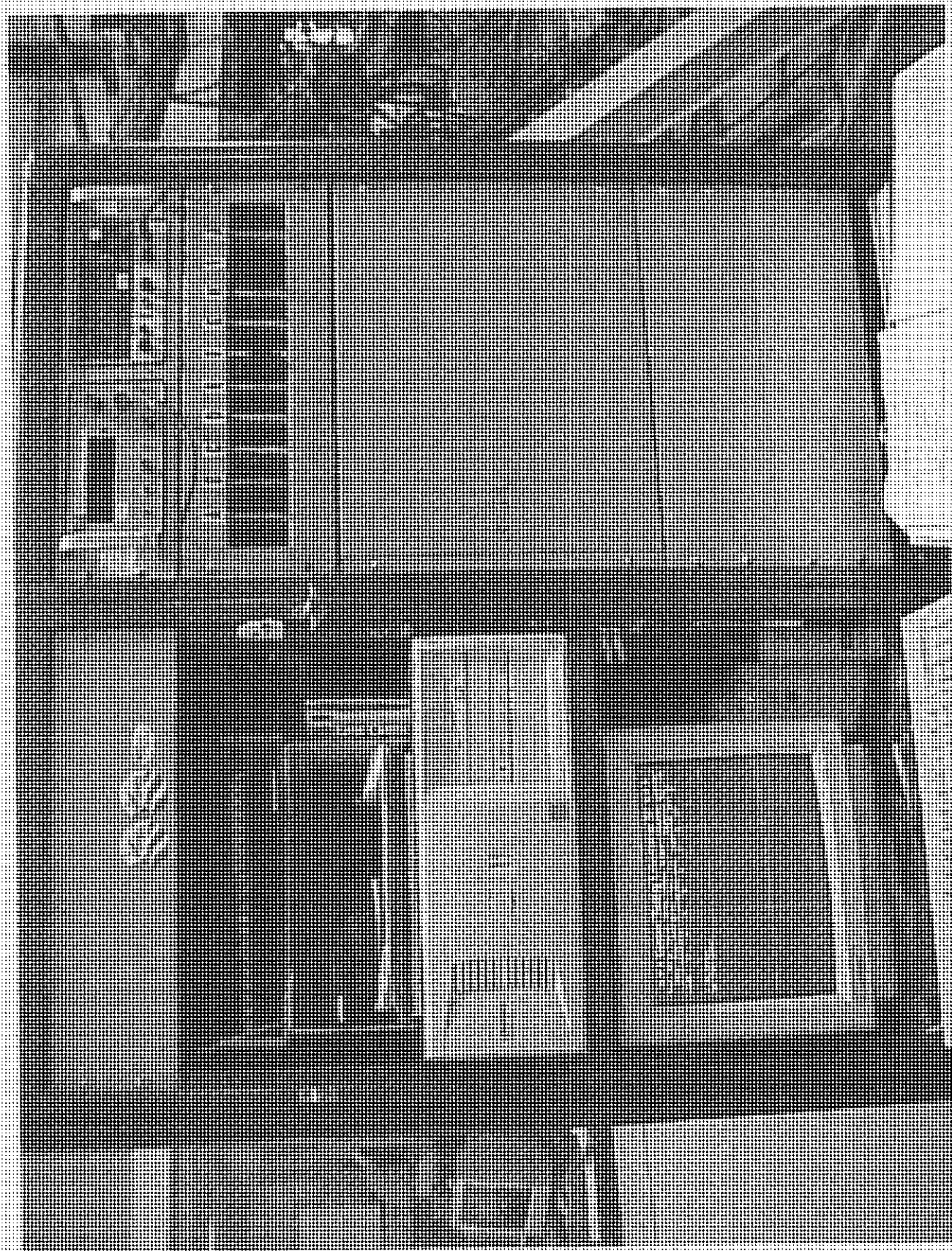
2004 CHEVROLET COLORADO
NHTSA NO. C40512
NHTSA NO. 225

FIGURE 5.30
POST TEST 2ND ROW LEFT LOWER ANCHORS
FRONT VIEW



2004 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

FIGURE 5.31
POST TEST 2nd ROW LEFT TOP TETHER
ANCHOR



2014 CHEVROLET COLORADO
NHTSA NO. C40112
NHTSA NO. 225

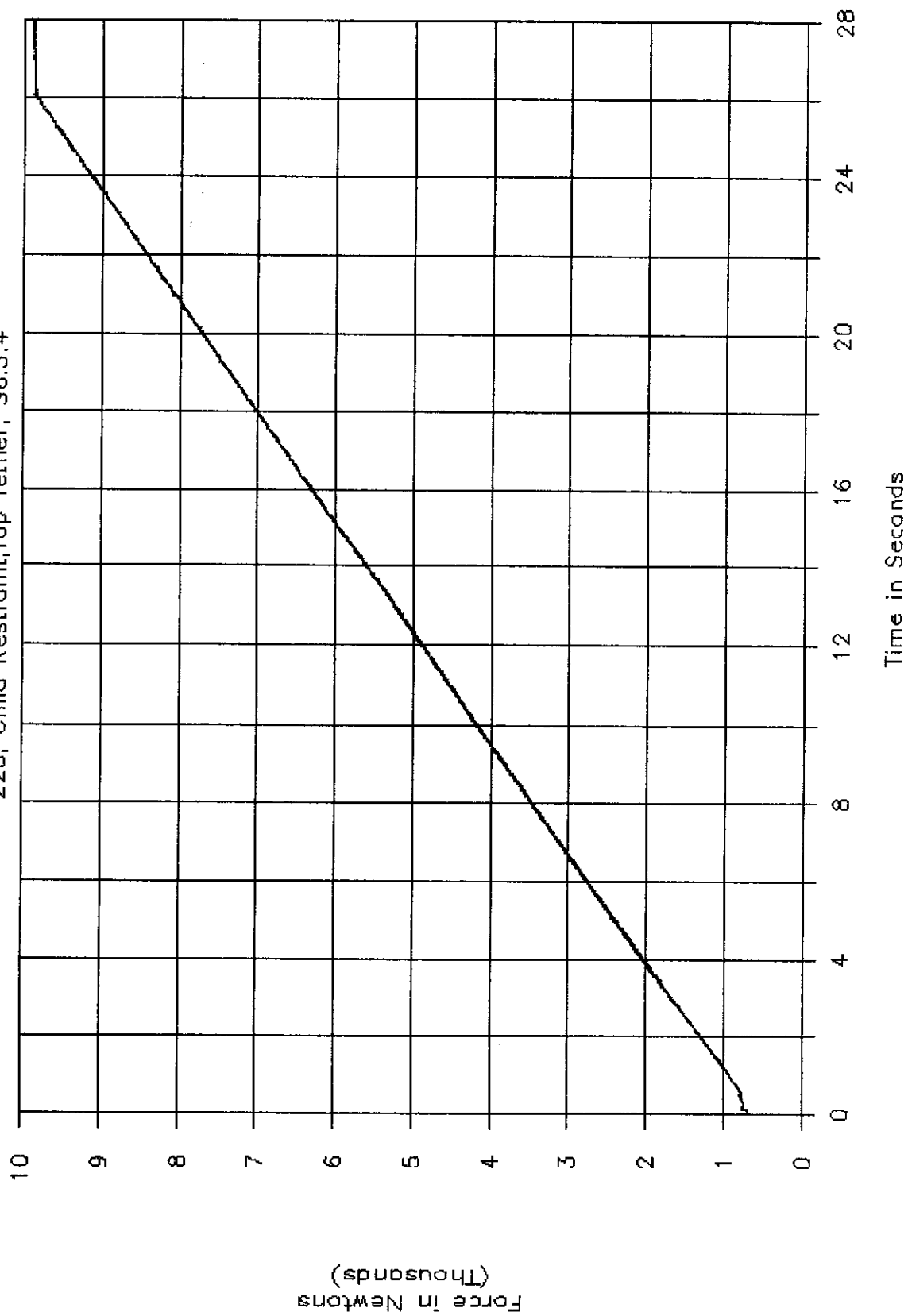
FIGURE 3.32
LOAD SYSTEM CONTROL AND DATA RECORDING
DEVICE IN POSITION

SECTION 6

PLOTS

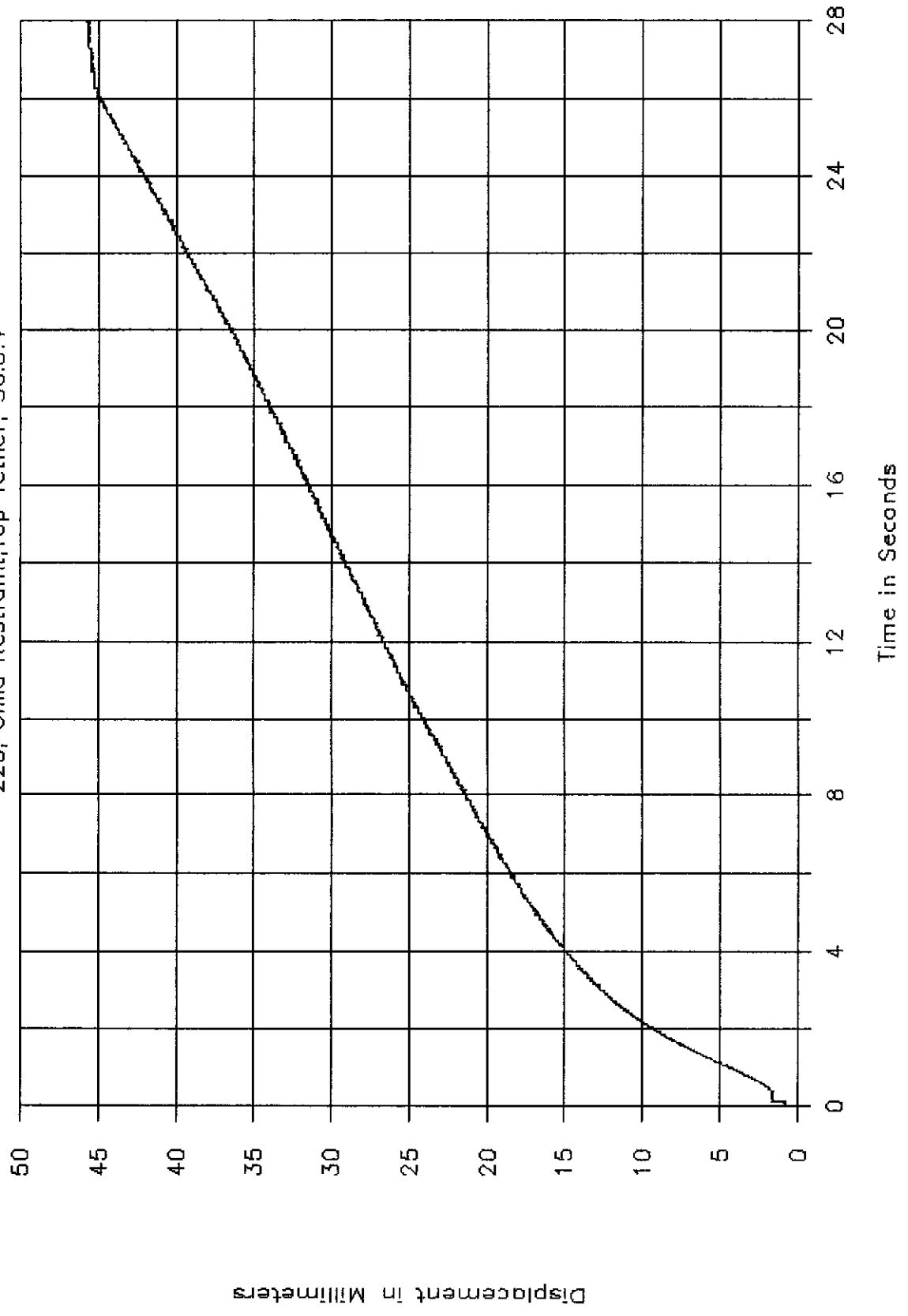
GTL 5252, NHTSA C40112

225, Child Restraint, Top Tether, S6.3.4



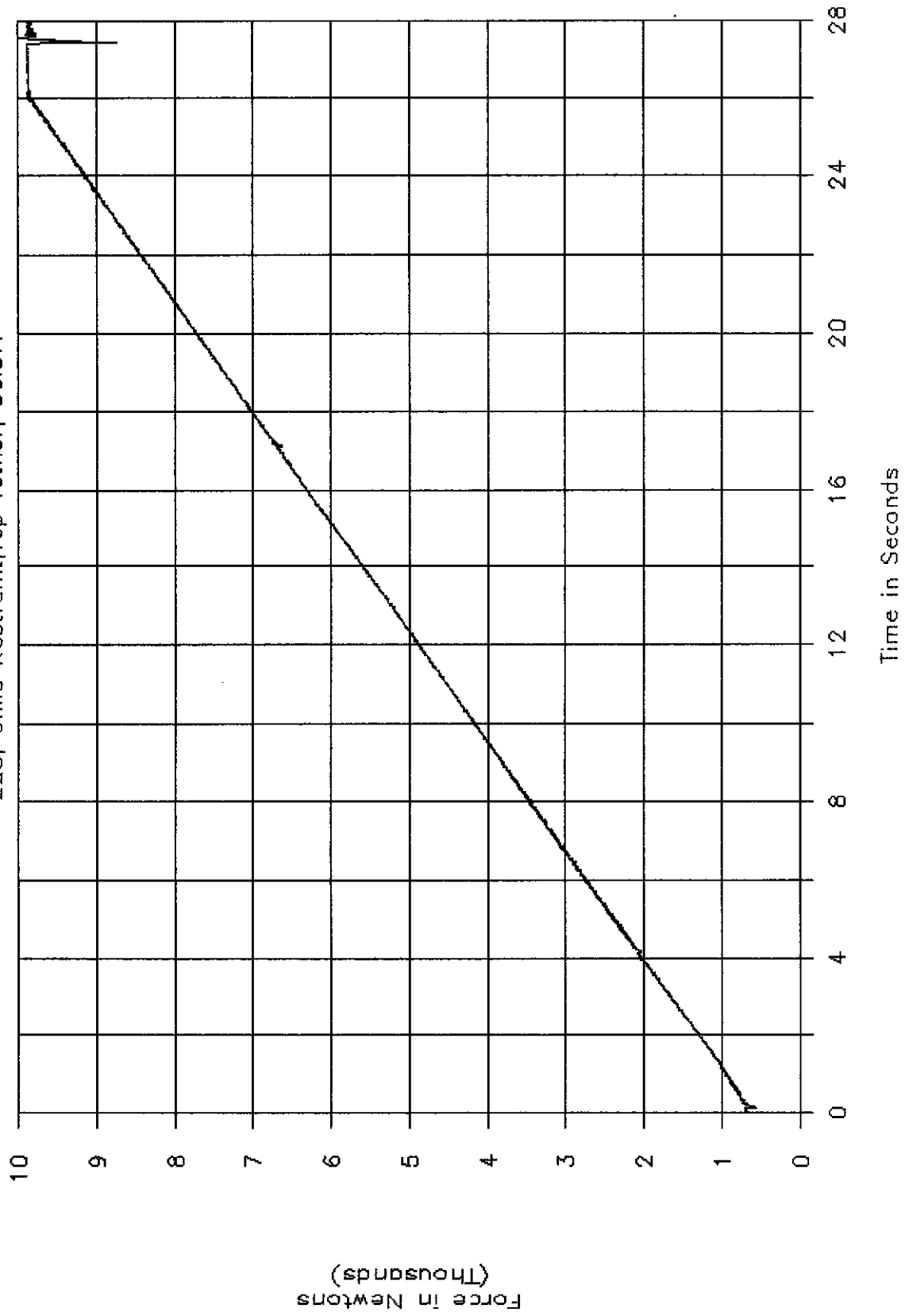
GTL 5252, NHTSA C40112

225, Child Restraint, Top Tether, S6.3.4



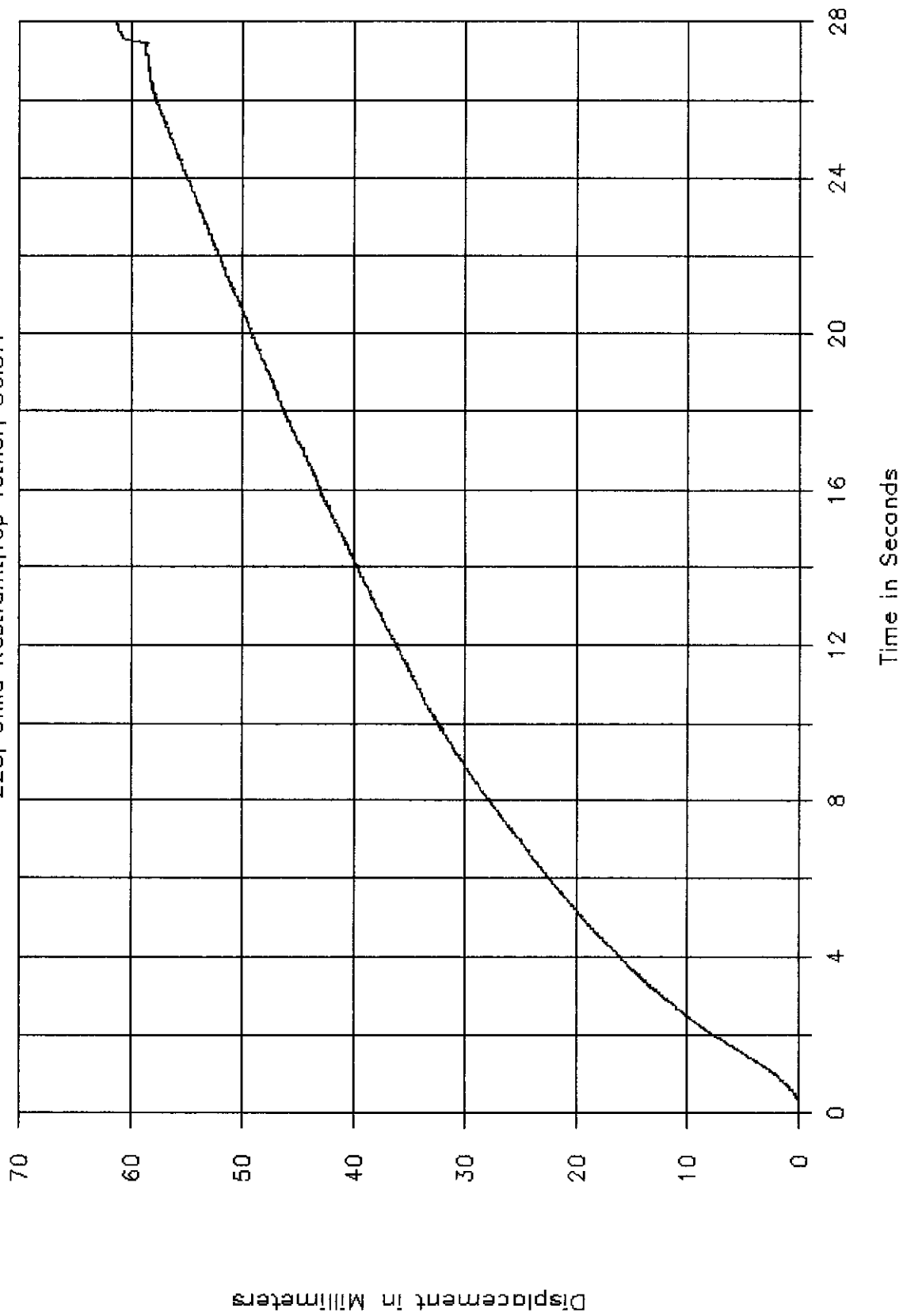
GTL 5253, NHTSA C40112

225, Child Restraint, Top Tether, S6.3.4



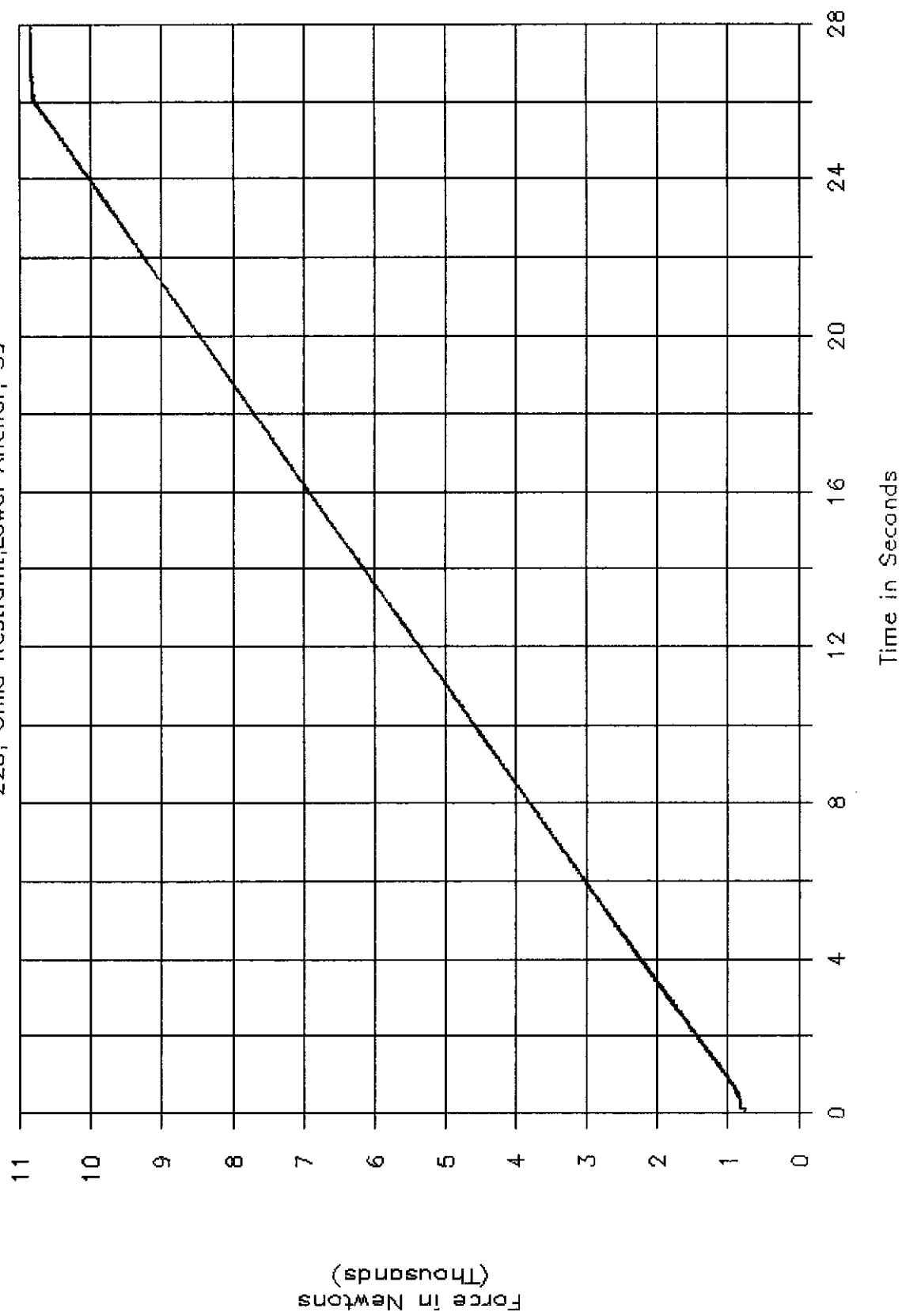
GTL 5253, NHTSA C40112

225, Child Restraint, Top Tether, S6.3.4



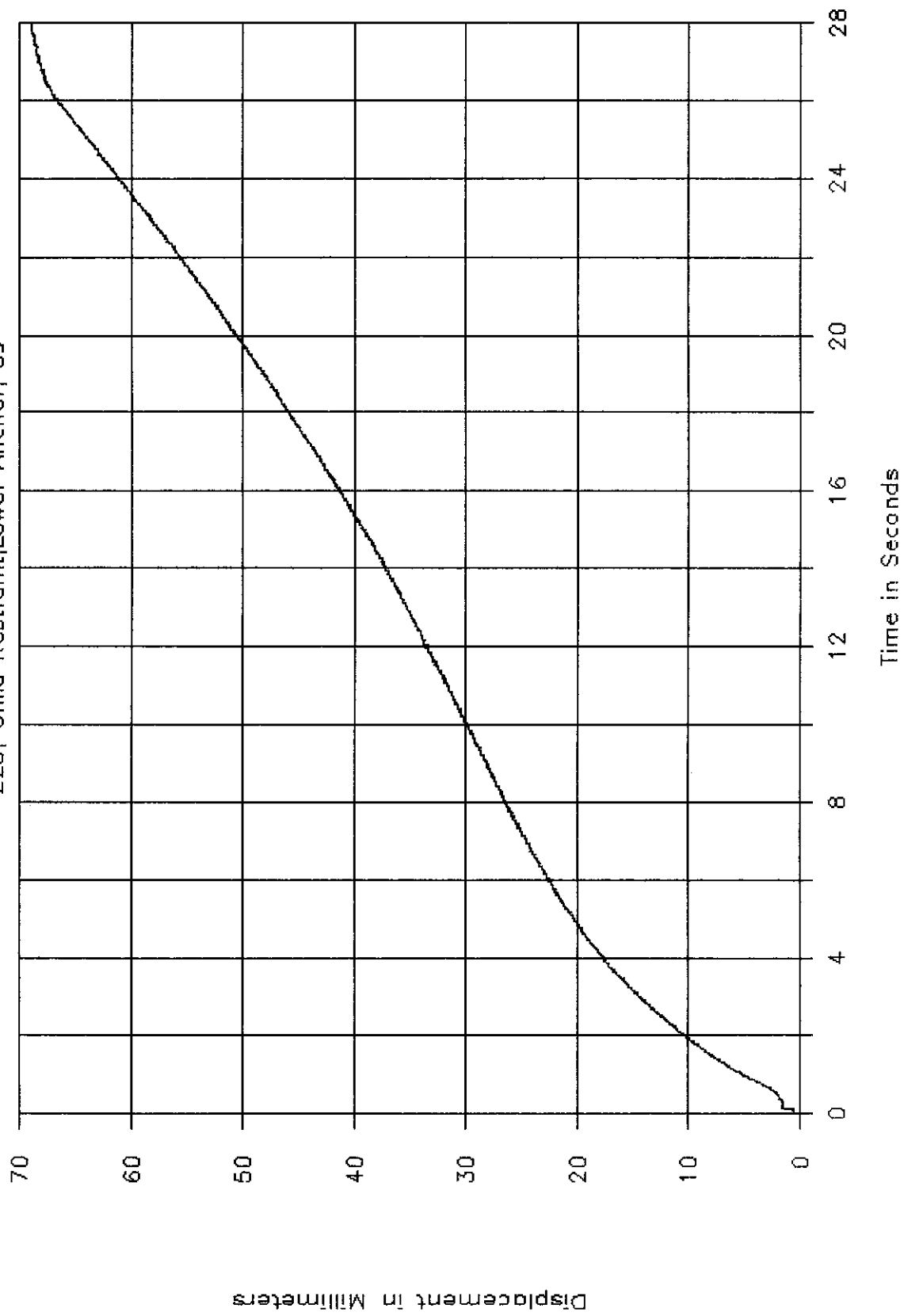
GTL 5254, NHTSA C40112

225, Child Restraint, Lower Anchor, S9



GTL 5254, NHTSA C40112

225, Child Restraint, Lower Anchor, S9



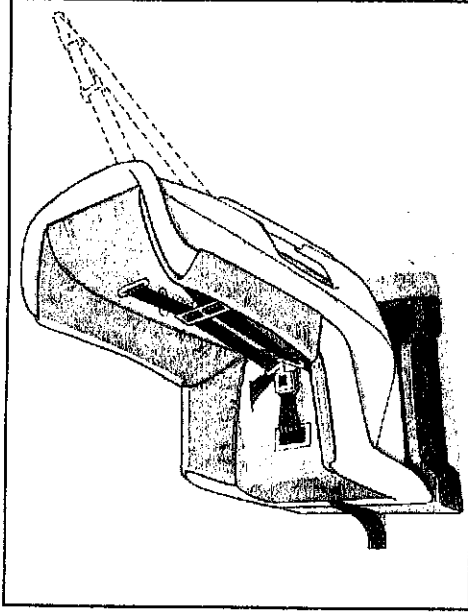
APPENDIX A

OWNER'S MANUAL CHILD RESTRAINT INFORMATION

Top Strap

Some child restraints have a top strap, or "top tether". It can help restrain the child restraint during a collision. For it to work, a top strap must be properly anchored to the vehicle. Some top strap-equipped child restraints are designed for use with or without the top strap being anchored. Others require the top strap always to be anchored. Be sure to read and follow the instructions for your child restraint. If yours requires that the top strap be anchored, don't use the restraint unless it is anchored properly.

If the child restraint does not have a top strap, one can be obtained, in kit form, for many child restraints. Ask the child restraint manufacturer whether or not a kit is available.



Canada, the law requires that forward-facing child restraints have a top strap, and that the strap be anchored. In the United States, some child restraints also have a top strap. If your child restraint has a top strap, it should be anchored.

Anchor the top strap to one of the following anchor points. Be sure to use an anchor point located on the same side of the vehicle as the seating position where the child restraint will be placed. If you have an adjustable head restraint, route the top strap over it.

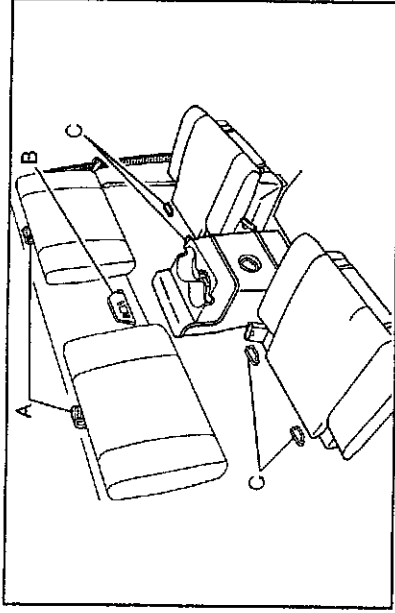
When using a top strap-equipped child restraint in a rear outboard seating position of a crew cab model, route the top strap over the top of the seatback. Then, attach it to the anchor point for that seating position.

⚠ CAUTION:

Each top tether bracket is designed to anchor only one child restraint. Attaching more than one child restraint to a single bracket could cause the anchor to come loose or even break during a crash. A child or others could be injured if this happens. To help prevent injury to people and damage to your vehicle, attach only one child restraint per bracket.

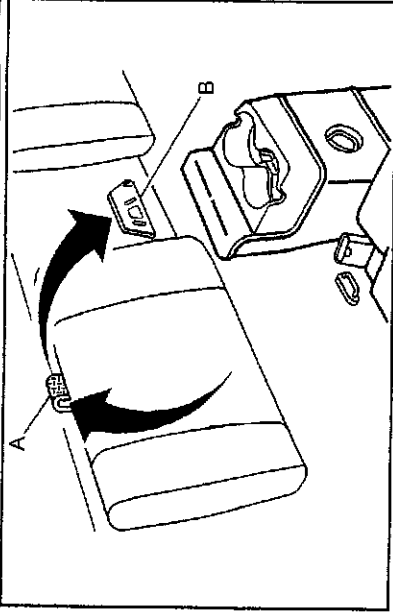
Once you have the top strap anchored, you'll be ready to secure the child restraint itself. Tighten the top strap when and as the child restraint manufacturer's instructions say.

Top Strap Anchor Location

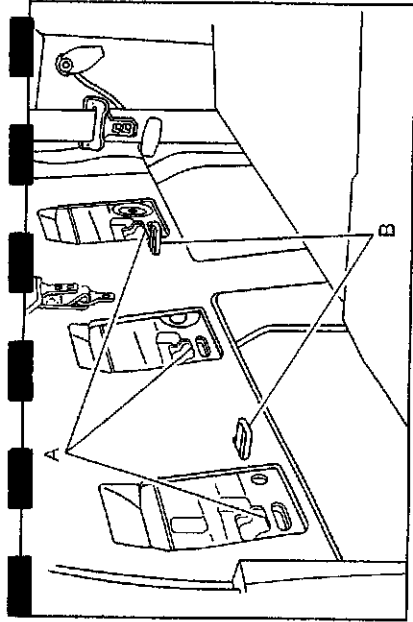


Extended cab anchors shown

- A. Top strap routing loops
- B. Top strap anchors
- C. LATCH anchors. See *Lower Anchorages and Top Tethers for Children (LATCH System)* on page 1-46.



Anchor points for the top strap in a regular or extended cab vehicle are located behind the front seat on the back wall of the passenger compartment. You must route the top strap through the loop (A) at the top of the seatback to attach the strap to the anchor (B) as shown.



Crew Cab

The anchor points for the top strap on Crew Cab vehicles are located on the back wall behind the rear seat. You must pull the seatback forward to access the anchors.

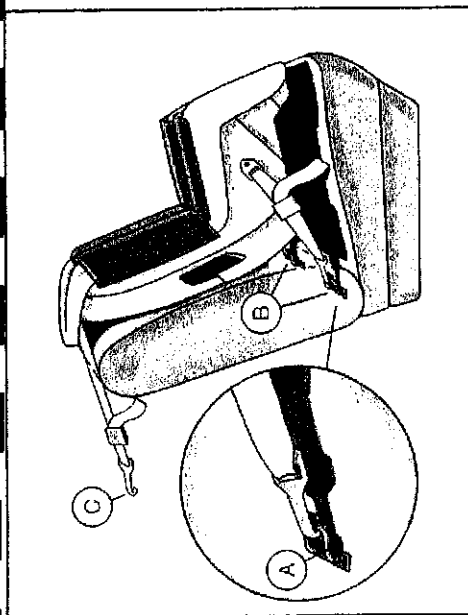
Follow these steps to access the anchors and attach the top strap to an anchor:

1. Release the rear seatback from its latches (B). See *Rear Seat Operation (Crew Cab)* on page 1-8 or *Rear Seat Operation (Extended Cab)* on page 1-10 for instructions.
2. Attach the top strap to the anchor (A).
3. Push rearward on the seatback until it locks into its upright position.
Push and pull on the seatback to make sure it is secured properly.

Lower Anchorages and Top Tethers for Children (LATCH System)

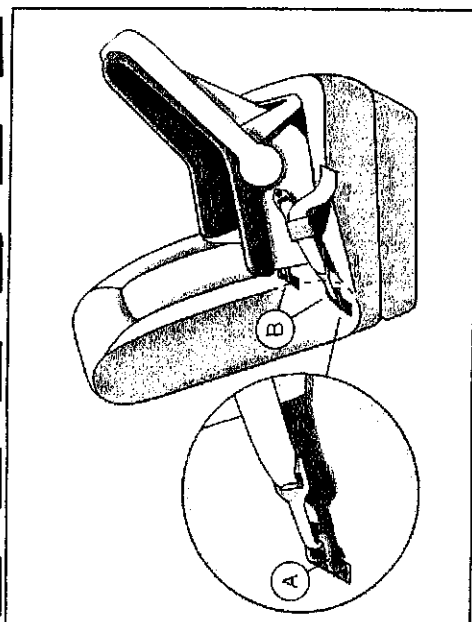
Your vehicle may be equipped with the LATCH System. If it is you will find anchors (A) in the second row outboard seating positions (crew cab and extended cab) and in the front passenger position (regular cab and extended cab without rear seats).

This system, designed to make installation of child restraints easier, does not use the vehicle's safety belts. Instead, it uses vehicle anchors (A, B) and child restraint attachments to secure the restraints. Some restraints also use another vehicle anchor to secure a top tether strap (C).



CAUTION:

If a LATCH-type child restraint is not attached to its anchorage points, the restraint will not be able to protect the child correctly. In a crash, the child could be seriously injured or killed. Make sure that a LATCH-type child restraint is properly installed using the anchorage points, or use the vehicle's safety belts to secure the restraint, following the instructions that came with that restraint, and also the instructions in this manual.



In order to use the LATCH system in your vehicle, you need a child restraint designed for that system.

To assist you in locating the anchors for this child restraint system, place your hand in a palm-up position and reach up between the seat cushion and the seatback.

less the right front passenger's front air bag has been turned off, never put a rear-facing child restraint in this vehicle. Here is why:

CAUTION:

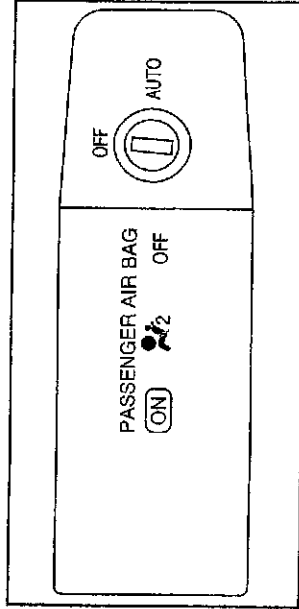
A child in a rear-facing child restraint can be seriously injured or killed if the right front passenger's frontal air bag inflates. This is because the back of the rear-facing child restraint would be very close to the inflating air bag. Do not use a rear-facing child restraint in this vehicle unless the air bag has been turned off.

CAUTION: (Continued)

**Turning a Child Restraint
Designed for the LATCH System
(Models with an Air Bag Off Switch)**

**Regular Cab Models and Extended
Cab Models without Rear Seats**

Your vehicle has air bags. Regular cab models and extended cab models without rear seats have an air bag off switch on the instrument panel you can use to turn off the right front passenger's frontal air bag. See *Air Bag Off Switch* on page 1-71 for more on this including important safety information.



CAUTION: (Continued)

Even though the air bag off switch is designed to turn off the right front passenger's frontal air bag, no system is fail-safe, and no one can guarantee that an air bag will not deploy under some unusual circumstance, even though it is turned off. We recommend that rear-facing child restraints be transported in vehicles with a rear seat that will accommodate a rear-facing child restraint, whenever possible.

⚠ CAUTION:

If the air bag readiness light ever comes on when you have turned off the air bag, it means that something may be wrong with the air bag system. The right front passenger's frontal air bag could inflate even though the switch is off. If this ever happens, do not let anyone whom the national government has identified as a member of a passenger air bag risk group sit in the right front passenger's position (for example, do not secure a rear-facing child restraint in your vehicle) until you have your vehicle serviced. See *Air Bag Off Switch* on page 1-71.

1. Your vehicle has a right front passenger's frontal air bag. See *Air Bag Off Switch* on page 1-71. If your child restraint is forward-facing, always move the seat as far back as it will go before securing it in this seat. See *Manual Seats* on page 1-3 or *Power Seats* on page 1-4. Never use a rear-facing child restraint in this seat unless the air bag is off.

2. Follow the LATCH anchorage instructions in the passenger seat. See *Lower Anchorages and Top Tethers for Children (LATCH System)* on page 1-46.
3. Put the child restraint on the seat.
 4. Attach and tighten the LATCH attachments on the child restraint to the LATCH anchorages in the vehicle. The child restraint instructions will show you how.
 5. If the child restraint is forward-facing, attach and tighten the top tether to the top tether anchorage if your vehicle has one. The child restraint instructions will show you how. Also see *Top Strap* on page 1-42.
 6. Push and pull the child restraint in different directions to be sure it is secure.
- To remove the child restraint, simply unhook the top tether from the top tether anchorage and then disconnect the LATCH anchorages.
- Turn on the right front passenger's frontal air bag when you remove the child restraint from the vehicle unless the person who will be sitting there is a member of a passenger air bag risk group. See *Air Bag Off Switch* on page 1-71.

CAUTION:

If the right front passenger's frontal air bag is turned off for a person who is not in a risk group identified by the national government, that person will not have the extra protection of an air bag. In a crash, the air bag would not be able to inflate and help protect the person sitting there. Do not turn off the right front passenger's frontal air bag unless the person sitting there is in a risk group. See *Air Bag Off Switch* on page 1-71 for more on this, including important safety information.

Securing a Child Restraint Designed for the LATCH System (Models without an Air Bag Off Switch)

Crew Cab Models and Extended Cab Models with Rear Seats

1. Find the LATCH anchorages for the seating position you want to use, where the bottom of the seatback meets the back of the seat cushion. See *Lower Anchorages and Top Tethers for Children (LATCH System)* on page 1-46.
2. Put the child restraint on the seat.
3. Attach and tighten the LATCH attachments on the child restraint to the LATCH anchorages in the vehicle. The child restraint instructions will show you how.
4. If the child restraint is forward-facing, attach and tighten the top tether to the top tether anchorage. The child restraint instructions will show you how. Also see *Top Strap* on page 1-42.
5. Push and pull the child restraint in different directions to be sure it is secure.

To remove the child restraint, simply unhook the top tether from the top tether anchorage and then disconnect the LATCH attachments from the LATCH anchorages.

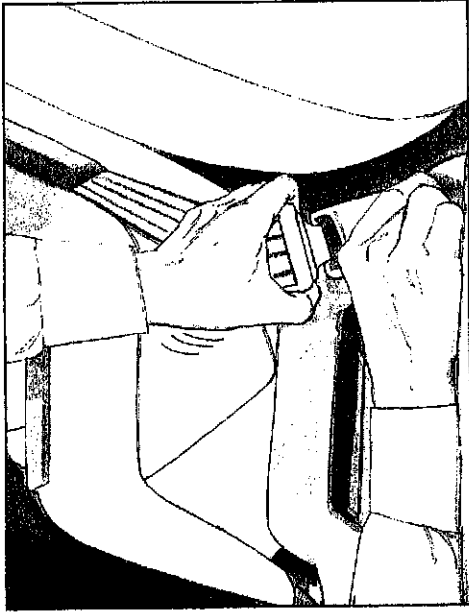
Securing a Child Restraint in a Rear Seat Position

If your child restraint is equipped with the LATCH system, see *Lower Anchorages and Top Tethers for Children (LATCH System)* on page 1-46. See *Top Strap* on page 1-42 if the child restraint has one.

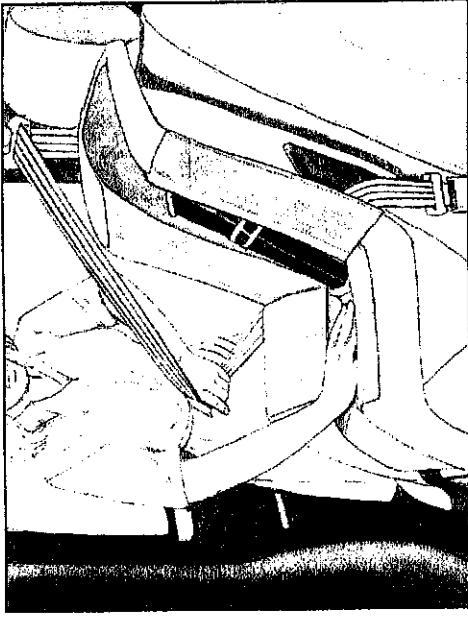
If your child restraint does not have the LATCH system, you will be using the lap-shoulder belt to secure the child restraint in this position. Be sure to follow the instructions that came with the child restraint. Secure the child in the child restraint when and as the instructions say.

1. Put the child restraint on the seat.

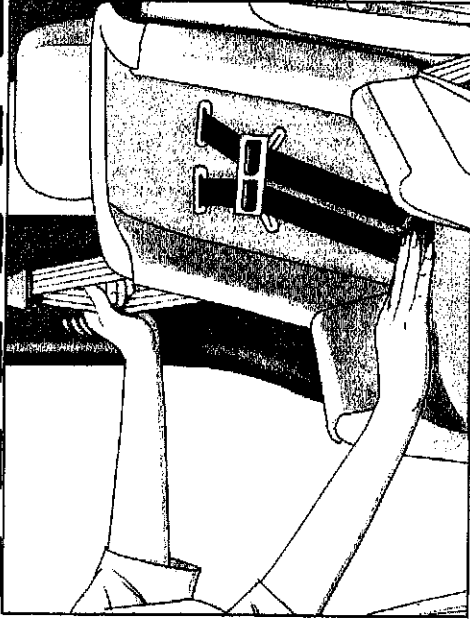
2. Pick up the latch plate, and run the lap and shoulder portions of the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.



3. Buckle the belt. Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



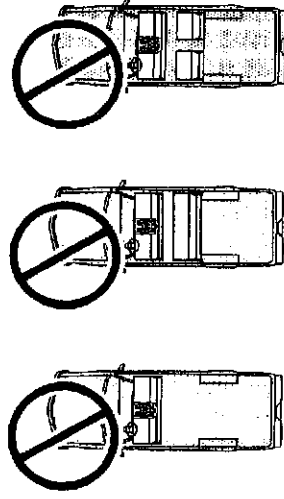
4. Pull the rest of the shoulder belt all the way out of the retractor to set the lock (crew cab only).



5. To tighten the belt, push down on the child restraint, pull the shoulder portion of the belt to tighten the lap portion of the belt and feed the shoulder belt back into the retractor. If you are using a forward-facing child restraint, you may find it helpful to use your knee to push down on the child restraint as you tighten the belt.
6. Push and pull the child restraint in different directions to be sure it is secure.

To remove the child restraint, just unbuckle the vehicle's safety belt and let it go back all the way. The safety belt will move freely again and be ready to work for an adult or larger child passenger.

Securing a Child Restraint in the Center Front Seat Position



Do not use child restraints in this position. The restraints will not work properly.

Unless the right front passenger's frontal air bag has been turned off, never put a rear-facing child restraint in the right front passenger's seat. Here is why:

CAUTION:

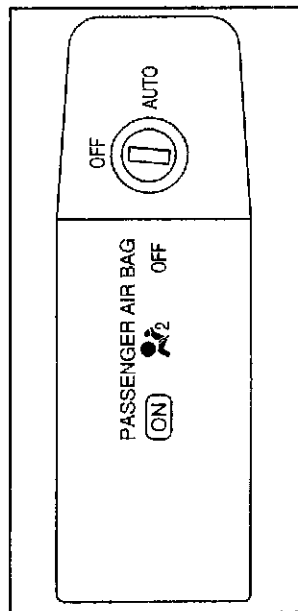
A child in a rear-facing child restraint can be seriously injured or killed if the right front passenger's frontal air bag inflates. This is because the back of the rear-facing child restraint would be very close to the inflating air bag. Do not use a rear-facing child restraint in this vehicle unless the air bag has been turned off.

Even though the air bag off switch is designed to turn off the right front passenger's frontal air bag, no system is fail-safe, and no one can guarantee that an air bag will not deploy under some unusual circumstance, even though it is turned off. We recommend that rear-facing child restraints be transported in vehicles with a rear seat that will accommodate a rear-facing child restraint, whenever possible.

Securing a Child Restraint in the Right Front Seat Position (Models with an Air Bag Off Switch)

Regular Cab Models and Extended Cab Models without Rear Seats

Your vehicle has a right front passenger's frontal air bag. Regular cab models and extended cab models without rear seats have a switch on the instrument panel that you can use to turn off the right front passenger's frontal air bag. See *Air Bag Off Switch* on page 1-71 for more on this, including important safety information.



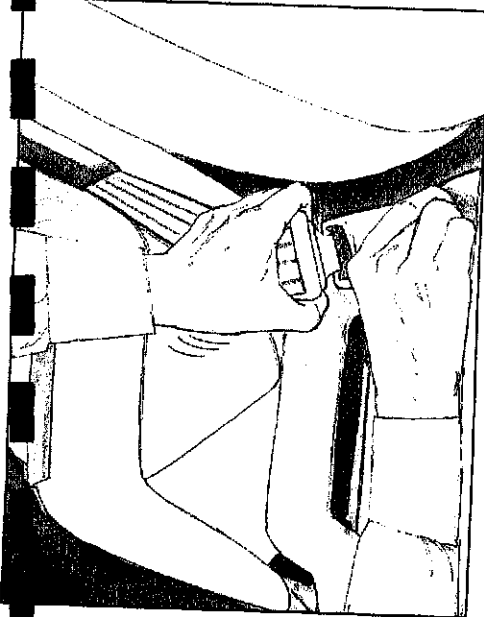
CAUTION:

If the air bag readiness light ever comes on when you have turned off the air bag, it means that something may be wrong with the air bag system. The right front passenger's frontal air bag could inflate even though the switch is off. If this ever happens, do not let anyone whom the national government has identified as a member of a passenger air bag risk group sit in the right front passenger's position (for example, do not secure a rear-facing child restraint in your vehicle) until you have your vehicle serviced. See *Air Bag Off Switch* on page 1-71.

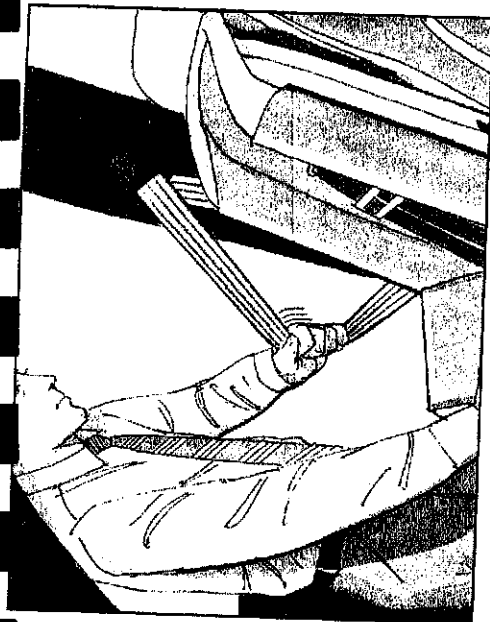
If your child restraint is equipped with the LATCH system, see *Lower Anchorages and Top Tethers for Children (LATCH System)* on page 1-46. See *Top Strap* on page 1-42 if the child restraint has one.

If your child restraint does not have the LATCH system, you will be using the lap-shoulder belt to secure the child restraint in this position. Be sure to follow the instructions that came with the child restraint. Secure the child in the child restraint when and as the instructions say.

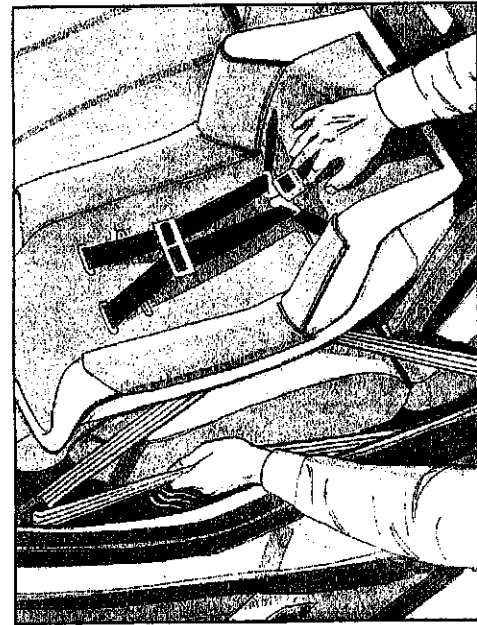
1. Your vehicle has a right front passenger's frontal air bag. See *Air Bag Off Switch* on page 1-71. If your child restraint is forward-facing, always move the seat as far back as it will go before securing it in this seat. See *Manual Seats* on page 1-3 or *Power Seats* on page 1-4.
2. Put the child restraint on the seat.
3. Pick up the latch plate, and run the lap and shoulder portions of the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.



4. Buckle the belt. Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



5. Pull the rest of the shoulder belt all the way out of the retractor to set the lock.



6. To tighten the belt, push down on the child restraint, pull the shoulder portion of the belt to tighten the lap portion of the belt and feed the shoulder belt back into the retractor. If you are using a forward-facing child restraint, you may find it helpful to use your knee to push down on the child restraint as you tighten the belt.
 7. Push and pull the child restraint in different directions to be sure it is secure.
- To remove the child restraint, just unbuckle the vehicle's safety belt and let it go back all the way. The safety belt will move freely again and be ready to work for an adult or larger child passenger.

If you were using a rear-facing child restraint, turn on the right front passenger's frontal air bag when you remove the rear-facing child restraint from the vehicle unless the person who will be sitting there is a member of a passenger air bag risk group. See *Air Bag Off Switch* on page 1-71.



CAUTION:

If the right front passenger's frontal air bag is turned off for a person who is not in a risk group identified by the national government, that person will not have the extra protection of an air bag. In a crash, the air bag would not be able to inflate and help protect the person sitting there. Do not turn off the right front passenger's frontal air bag unless the person sitting there is in a risk group. See *Air Bag Off Switch* on page 1-71 for more on this, including important safety information.

Securing a Child Restraint in the Right Front Seat Position (Models without an Air Bag Off Switch)

Crew Cab Models and Extended Cab Models with Rear Seats

If your child restraint is equipped with the LATCH system, see *Lower Anchorages and Top Tethers for Children (LATCH System)* on page 1-46. See *Top Strap* on page 1-42 if the child restraint has one.

Your vehicle has a right front passenger air bag. Never put a rear-facing child restraint in the right front passenger's seat.

Here is why:



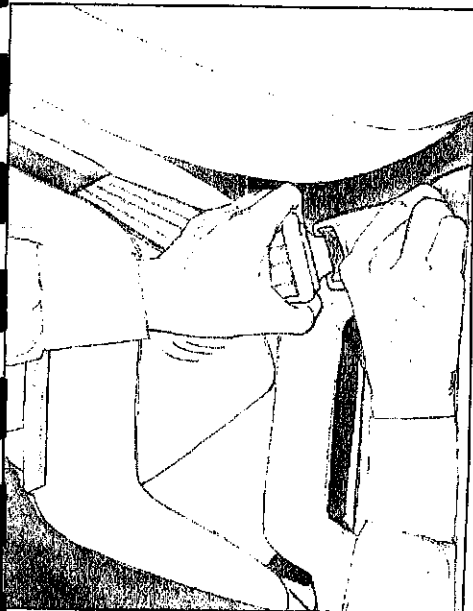
CAUTION:

A child in a rear-facing child restraint can be seriously injured or killed if the right front passenger's air bag inflates. This is because the back of the rear-facing child restraint would be very close to the inflating air bag. Always secure a rear-facing child restraint in a rear seat.

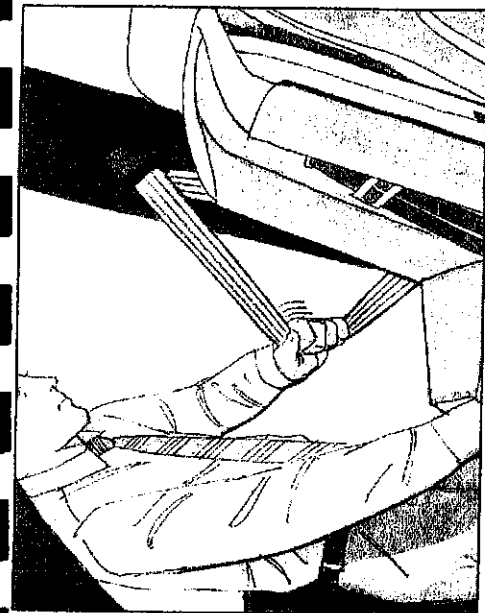
A rear seat is a safer place to secure a forward-facing child restraint. If you need to secure a forward-facing child restraint in the right front seat position, see *Where to Put the Restraint* on page 1-40.

If your child restraint does not have the LATCH system, you will be using the lap-shoulder belt to secure the child restraint in this position. Be sure to follow the instructions that came with the child restraint. Secure the child in the child restraint when and as the instructions say.

1. Because your vehicle has a right front passenger's frontal air bag, always move the seat as far back as it will go before securing a forward-facing child restraint. See *Manual Seats* on page 1-3 or *Power Seats* on page 1-4.
2. Put the child restraint on the seat.
3. Pick up the latch plate, and run the lap and shoulder portions of the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.



4. Buckle the belt. Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.

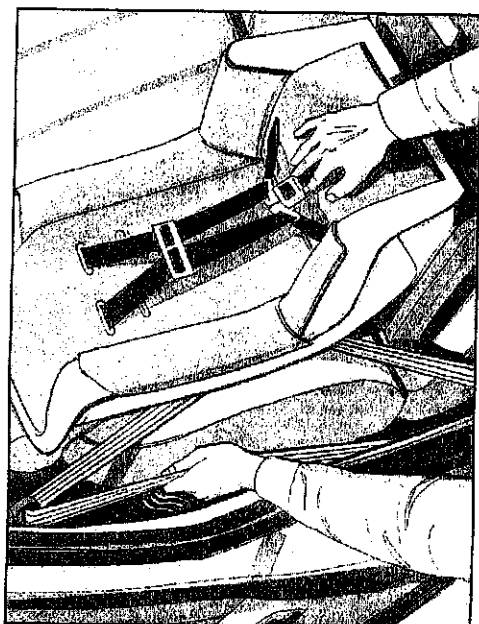


5. Pull the rest of the shoulder belt all the way out of the retractor to set the lock.

6. To tighten the belt, push down on the child restraint, pull the shoulder portion of the belt to tighten the lap portion of the belt and feed the shoulder belt back into the retractor. If you are using a forward-facing child restraint, you may find it helpful to use your knee to push down on the child restraint as you tighten the belt.

7. Push and pull the child restraint in different directions to be sure it is secure.

To remove the child restraint, just unbuckle the vehicle's safety belt and let it go back all the way. The safety belt will move freely again and be ready to work for an adult or larger child passenger.

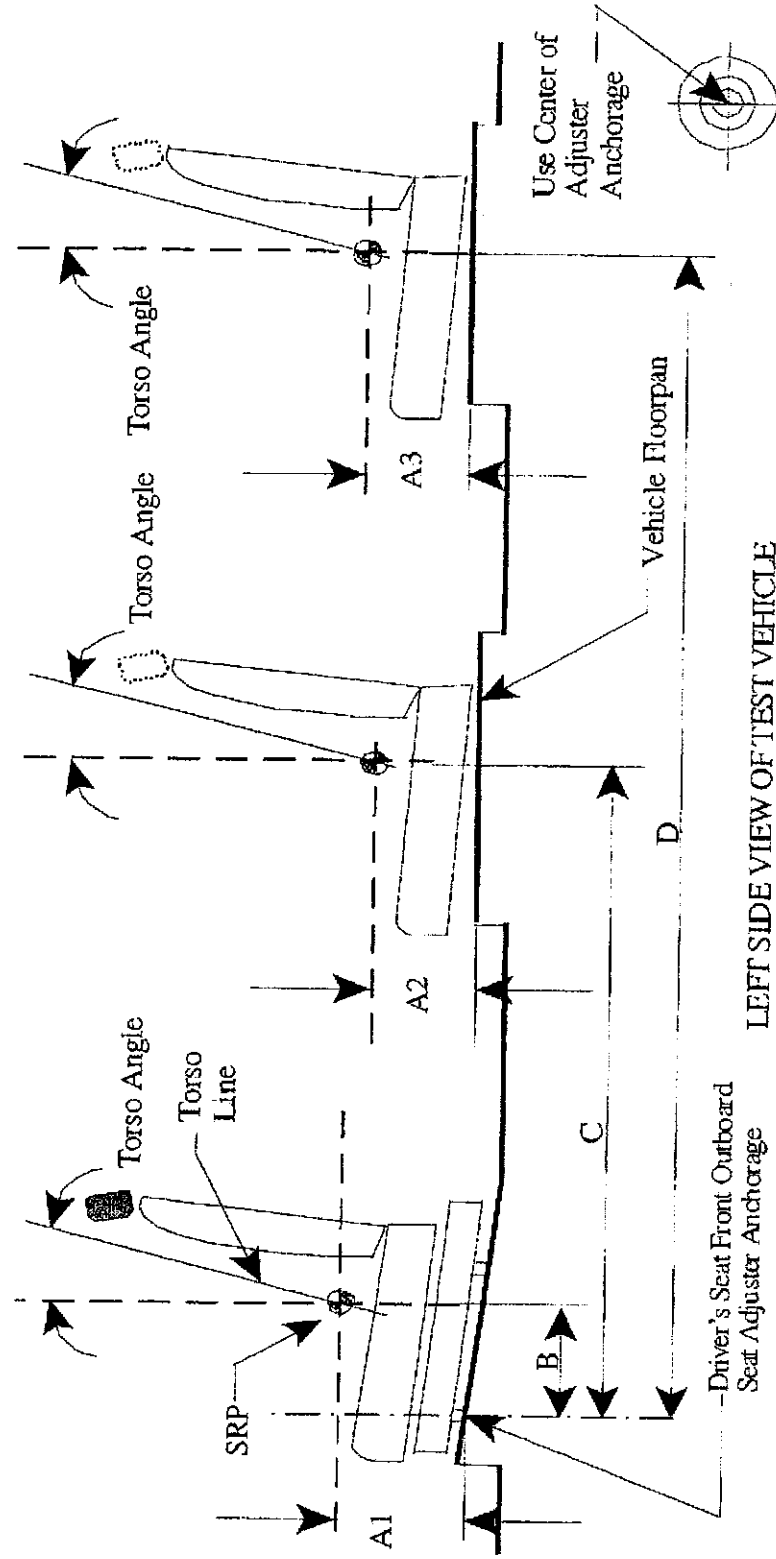


APPENDIX B

MANUFACTURER'S DATA

SEAT REFERENCE POINT (SRP) AND TORSO ANGLE DATA FOR FMVSS 225 (All dimensions in mm¹)

Model Year: 2004; Make: Chevy/GMC; Model: Colorado/Canyon; Body Style: Regular/Crew Cab
Seat Style: Front row: Bucket/60%; Second row: Bench; Third row: Not Applicable



LEFT SIDE VIEW OF TEST VEHICLE
Table 1. Seating Positions¹ and Torso Angles

	Left (Driver Side)	Center (if any)	Right
A1	(Driver) 214.0	N/A	(Front Passenger) 214.0
A2	259.0 -crew 264.0 - ext	298.9-crew N/A	259.0 -crew 264.0 - ext
A3	N/A	N/A	N/A
B	350.3	N/A	350.3
C	1176.0-crew 949.1-ext	1144.0-crew N/A-ext	1176.0-crew 949.1-ext
D	N/A	N/A	N/A
Torso Angle (degree)	Front Row 23 deg.	23 deg.	23 deg.
	Second Row 21 deg.-crew 17 deg-ext	21 deg.-crew N/A -ext	21 deg.-crew 17 deg -ext
	Third Row N/A	N/A	N/A

Note: 1. All dimensions are in mm. If not, provide the unit used.

NOMINAL DESIGN RIDING POSITION –

For adjustable driver, passenger, 2nd row and 3rd row seat backs, describe how to position the inclinometer to measure the seat back angle. Include description of the location of the adjustment latch detent if applicable. Indicate if applicable, how the detents are numbered (Is the first detent "0" or "1"?). Indicate if the seat back angle is measured with the dummy in the seat.

Seat back angle for driver's seat = 22.3 degrees

Measurement Instructions:

Preferred Method: Detrim back trim to expose the back frame, Place inclinometer along back frame.

Seat back angle for passenger's seat = 22.3 degrees

Measurement Instructions:

See driver seat instructions

Seat back angle for 2nd row seat = 9.3 degrees -crew

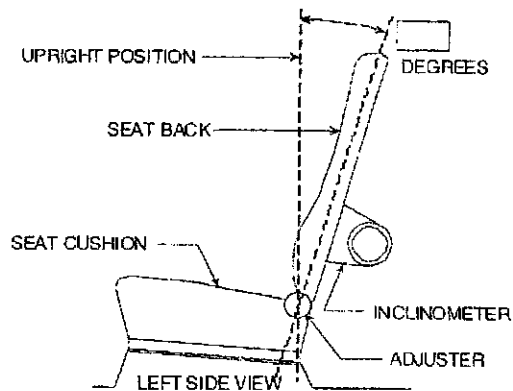
Measurement Instructions:

Back not adjustable

Seat back angle for 3rd row seat = ____ degrees

Measurement Instructions:

N/A



SEATING REFERENCE POINT FOR FMVSS 225

(All dimensions in mm)

(Note: The Child Restraint Anchorage Location determines the 225 SRP locations)

Model Year: 2004; Make: Chevy/GMC; Model: Colorado/Canyon; Body Style: Regular/Crew Cab

Seat Style: Front row: Bucket/60%; Second row: Bench; Third row: Not Applicable

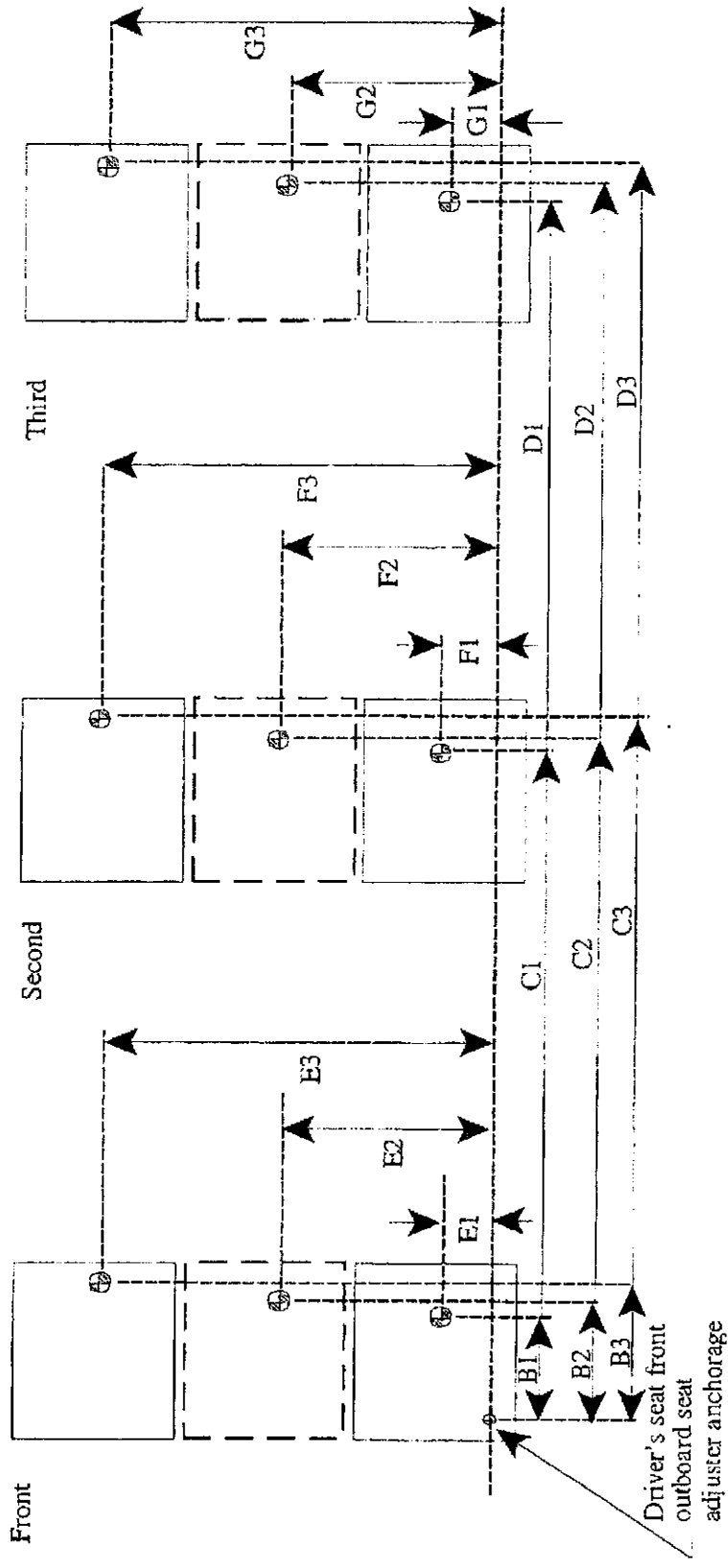


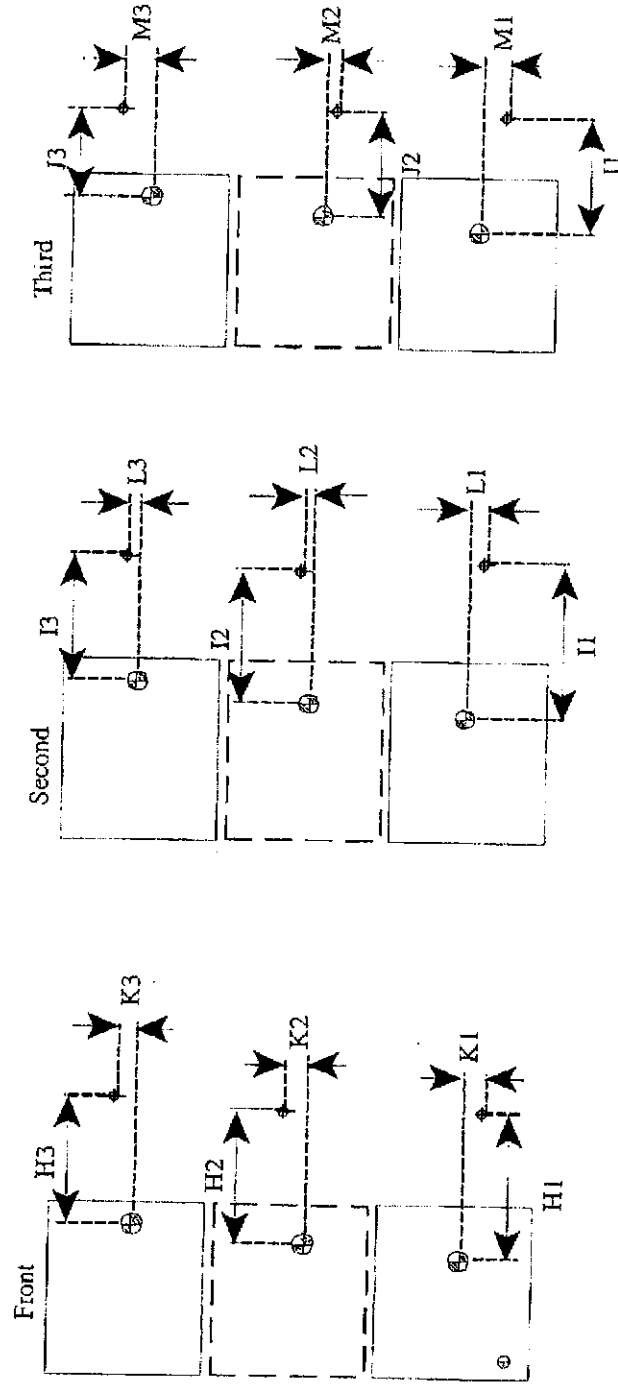
Table 2. Seating Reference Point and Tether Anchorage Locations

Seating Reference Point (SRP)		Distance from Driver's front outboard seat adjuster anchorage ¹
Front Row	B1	350.3
	E1	170.5
	B2	N/A
	E2	N/A
	B3	350.3
	E3	890.5
Second Row	C1	1176.0-crew 949.1-ext
	F1	170.5-crew 157.0 -ext
	C2	1144.0-crew N/A
	F2	530.5-crew N/A
	C3	1176.0-crew 949.1-ext
	F3	890.5-crew 904.0-ext
Third Row	D1	N/A
	G1	N/A
	D2	N/A
	G2	N/A
	D3	N/A
	G3	N/A

Note: 1. Use the center of anchorage.

TETHER ANCHORAGE LOCATIONS FOR FMVSS 225 (All dimensions in mm)

Model Year: 2004; Make: Chevy/GMC; Model: Colorado/Canyon; Body Style: Regular/Crew Cab
Seat Style: Front row: Bucket/60%; Second row: Bench; Third row: Not Applicable



⊕: SRP

⦿: Tether anchorage

Note: 1. The location shall be measured at the center of anchorage.

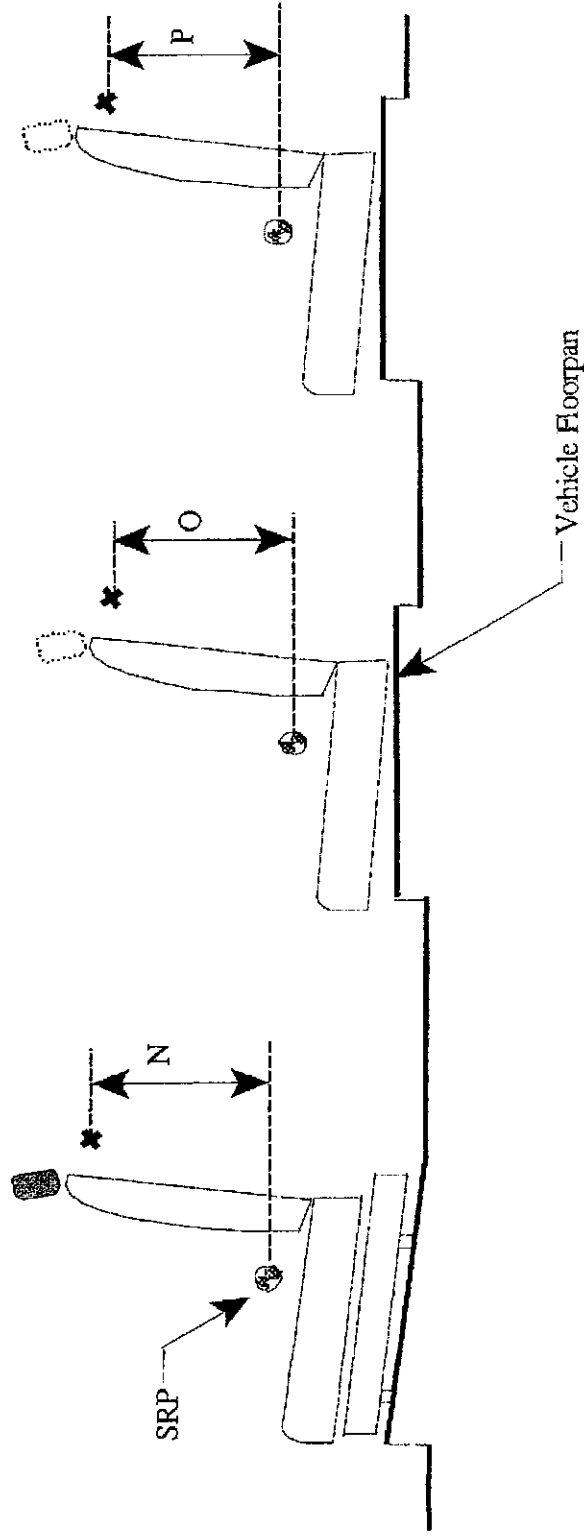
Table 3. Seating Reference Point and Tether Anchorage Locations

Seating Reference Point (SRP)	Distance from SRP	
Front Row N/A for crew cab	H1	N/A
	K1	N/A
	H2	N/A
	K2	N/A
	H3	471.3 reg cab
	K3	5.0 reg cab
Second Row Crew	I1	316.6-crew 246.5- ext
	L1	5.0-crew 8.5 -ext
	I2	348.6- crew N/A-ext
	L2	0.0 N/A -ext
	I3	316.6-crew 246.5-ext
	L3	5.0-crew 8.5 -ext
Third Row	J1	N/A
	M1	N/A
	J2	N/A
	M2	N/A
	J3	N/A
	M3	N/A

Note: 1. Use the center of anchorage.

TETHER ANCHORAGE LOCATIONS - VERTICAL
FOR FMVSS 225
(All dimensions in mm)

Model Year: 2004; Make: Chevy/GMC; Model: Colorado/Canyon; Body Style: Regular/Crew Cab
Seat Style: Front row: Bucket/60%; Second row: Bench; Third row: Not Applicable



LEFT SIDE VIEW OF TEST VEHICLE

Table 4. Vertical Dimension For The Tether Anchorage

Seating Row	Vertical Distance from Seating Reference Point	
Front Row	N1 (Driver)	N/A
	N2 (Center)	N/A
	N3 (Right)	295.6 reg cab
Second Row	O1 (Left)	242.9 crew 238.8-ext
	O2 (Center)	203.0 crew N/A-jump
	O3 (Right)	242.9 crew 238.8-ext
Third Row	P1 (Left)	N/A
	P2 (Center)	N/A
	P3 (Right)	N/A

Note: 1. All dimensions are in mm. If not, provide the unit anchorage.

Test Procedures Used for Compliance Tests

Lower Anchorages

For each seating location in each row record applicable FMVSS Section		FMVSS 225 Section(s)			
Block 1		Lower anchorage location certification method used (Enter applicable section used in block 1 of each position by circling A or B) A) 9.2.1 or B) 15.1.2.2			
Block 2		Lower anchorage dimension (Enter applicable section used in block 2 by circling A or B) A) 9.1.1 or B) 15.1.2.2 (also provide roll and yaw angles) Pitch SEE BELOW ° roll SEE BELOW ° yaw SEE BELOW °			
Block 3		Lower anchorage marking (Enter applicable section used in block 3 by circling A or B) A) 9.5 or B) 15.4			
Block 4		Strength requirement (Enter applicable section used in block 4 by circling A or B) A) Section 9 or B) Section 15			

		Driver	N/A			
Front	Center (if any)	Block 1 A B	Block 2 A B Pitch °, Roll °, Yaw °	Block 3 A B	Block 4 A B	
	Right (if any)	Block 1 <input checked="" type="checkbox"/> A <input type="checkbox"/> B	Block 2 <input checked="" type="checkbox"/> A <input type="checkbox"/> B Pitch 14.1 °, Roll 1.3 °, Yaw 0.0 °	Block 3 <input checked="" type="checkbox"/> A <input type="checkbox"/> B	Block 4 <input checked="" type="checkbox"/> A <input type="checkbox"/> B	
Second	Left	Block 1 <input checked="" type="checkbox"/> A <input type="checkbox"/> B	Block 2 <input checked="" type="checkbox"/> A <input type="checkbox"/> B Pitch 15.5 °, Roll 0.3 °, Yaw 0.0 °	Block 3 <input checked="" type="checkbox"/> A <input type="checkbox"/> B	Block 4 <input checked="" type="checkbox"/> A <input type="checkbox"/> B	
	Center	Block 1 A B	Block 2 A B Pitch °, Roll °, Yaw °	Block 3 A B	Block 4 A B	
	Right (if any)	Block 1 <input checked="" type="checkbox"/> A <input type="checkbox"/> B	Block 2 <input checked="" type="checkbox"/> A <input type="checkbox"/> B Pitch 15.7 °, Roll 0.2 °, Yaw 0.0 °	Block 3 <input checked="" type="checkbox"/> A <input type="checkbox"/> B	Block 4 <input checked="" type="checkbox"/> A <input type="checkbox"/> B	
Third	Left	Block 1 A B	Block 2 A B Pitch °, Roll °, Yaw °	Block 3 A B	Block 4 A B	
	Center	Block 1 A B	Block 2 A B Pitch °, Roll °, Yaw °	Block 3 A B	Block 4 A B	
	Right	Block 1 A B	Block 2 A B Pitch °, Roll °, Yaw °	Block 3 A B	Block 4 A B	
Fourth	Left	Block 1 A B	Block 2 A B Pitch °, Roll °, Yaw °	Block 3 A B	Block 4 A B	
	Center	Block 1 A B	Block 2 A B Pitch °, Roll °, Yaw °	Block 3 A B	Block 4 A B	

Right	Block 1	Block 2		Block 3	Block 4
	A B	A B	A B	A B	
		Pitch ° Roll ° Yaw °			

Test Procedures Used for Compliance Tests

Tether Anchorages

For each seating location in each row record applicable FMVSS Section		FMVSS Section(s) - Req.															
Block 1		Tether anchorage location certification method used (Enter applicable section used in block 1 by circling A, B, C, D, E or F) A) 6.2.1 B) 6.2.1.1 C) 6.2.1.2 D) 6.2.2 E) 6.2.2.1 F) 6.2.2.2															
Block 2		Number or tether anchorages based upon the applicable section (Enter applicable section used in block 2 by circling A or B) A) 4.4 B) 4.5															
Block 3		Tether anchorage strength requirement (Enter applicable section used in block 3 by circling A, B, or C) A) 6.3.1 B) 6.3.2 C) 6.3.4															
Front	Driver	N/A															
	Center (if any)	Block 1	A	B	C	D	E	F	Block 2	A	B	Block 3	A	B	C		
	Right (if any)	Block 1	A	X	B	C	D	E	F	Block 2	A	X	B	Block 3	A	B	C
Second	Left	Block 1	A	X	B	C	D	E	F	Block 2	A	X	B	Block 3	A	B	C
	Center	Block 1	A	B	C	D	E	F	Block 2	A	B	Block 3	A	B	C		
	Right	Block 1	A	X	B	C	D	E	F	Block 2	A	X	B	Block 3	A	B	C
Third	Left	Block 1	A	B	C	D	E	F	Block 2	A	B	Block 3	A	B	C		
	Center	Block 1	A	B	C	D	E	F	Block 2	A	B	Block 3	A	B	C		
	Right	Block 1	A	B	C	D	E	F	Block 2	A	B	Block 3	A	B	C		
Fourth	Left	Block 1	A	B	C	D	E	F	Block 2	A	B	Block 3	A	B	C		
	Center	Block 1	A	B	C	D	E	F	Block 2	A	B	Block 3	A	B	C		
	Right	Block 1	A	B	C	D	E	F	Block 2	A	B	Block 3	A	B	C		